CYCLE NEWS®

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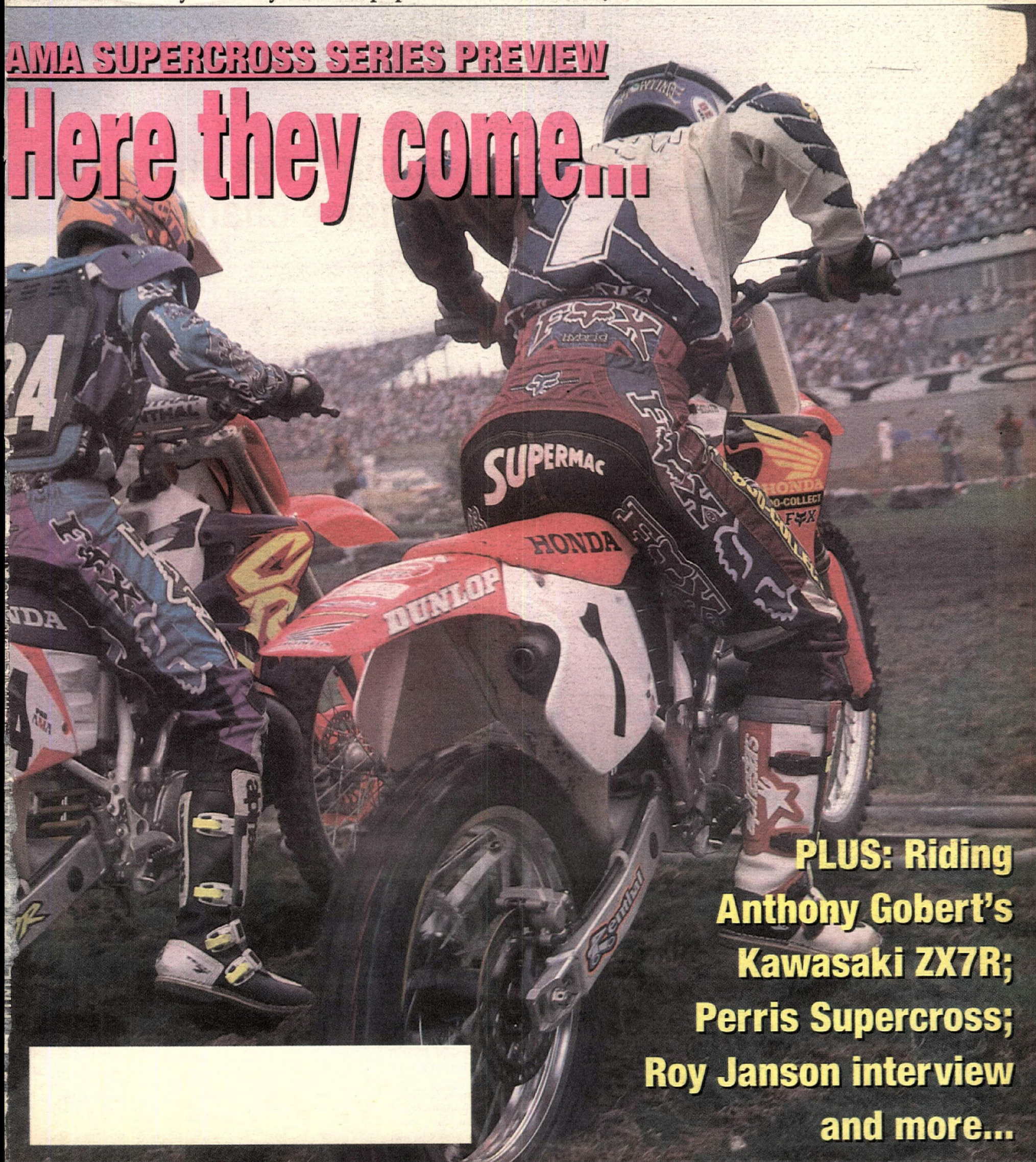


AMA SUPERCROSS SERIES PREVIEW

Here they come...

PLUS: Riding Anthony Gobert's Kawasaki ZX7R; Perris Supercross; Roy Janson interview and more...

IN THE WIND

In the opening round of the GFI Winter Series-South at Perris Raceway, in Perris, California, on January 7, **David Pingree** (Kaw) and **Donald Upton** (Hon) emerged as the big winners. In the 125cc Pro class, Pingree scored the win ahead of **Chad Pederson** (Kaw) and **Greg Schnell** (Suz) while Upton did likewise in the 250cc Pro class, topping **Michael Brandes** (Suz) and former 125cc National MX Champion **Micky Dymond** (Kaw).

Ronnie Tichenor (Suz) and **Brian Swink** (Hon) were the Pro-class winners in round two of the Florida Winter AMA Series in Ocala, Florida, on January 7. Tichenor topped Anthony Pocorobba (Suz) and Barry Carsten (Suz) to win the 125cc class, while Swink beat Robbie Horton (Kaw) and Carsen to take the 250cc class honors.

The second 250cc Pro moto at Ocala was cancelled when race officials received news of the death of 18-year-old **J.D. Collins**. Collins was racing in the first 250cc Pro moto when he left the race track and struck a tree. He was transported to a local hospital where he later succumbed to his injuries. Collins is survived by his parents, Ed and Peg Collins. Cards and letters can be sent to the family at 514 Harding Highway West, Marion, OH 43302.

The opening round of the AMA National Enduros Series scheduled to get under way on February 11 in Wickenberg, Arizona, has been **canceled**. According to the AMA, the land use permit needed to conduct the event was denied by the Arizona State Land Department. The AMA is working on establishing a replacement event in the same region later in the season. The Quicksilver Enduro in Coalinga, California, February 18, will now serve as the series opener.

Harley-Davidson has announced that its 1995 motorcycle production exceeded 104,000 units, the largest single-year total in Harley-Davidson's history. Since 1988, Harley says they've more than doubled the production of motorcycles and plan to build manufacturing capacity to enable a similar increase by the year 2003, the company's 100th anniversary.

MotoWorld, motorcycling's weekly television news magazine, will move from **ESPN to ESPN2** in 1996, with the show getting a "prime time" slot on its new network. In addition, race coverage of the AMA Supercross, AMA National Motocross and World Championship Road Racing Series will also be shown on ESPN2 this year. According to Seals Communication, motorcycle event programming will receive better time slots and the wait for flag-to-flag coverage will decrease from several weeks to several days with the switch to ESPN2. ESPN will continue to offer one hour of condensed race coverage while ESPN2 will increase programming to two straight hours per event. Programming schedules will be available shortly.

American Suzuki has announced its 1996 Suzuki Off-Road Contingency Program with a record $750,000 up for grabs. The 1996 program includes 1994 through 1996 RMX250 and DR350 models with an increase of $235,000 over last year.

According to a press release issued by World Sports, the amateur portion of the **Houston Supercross** on March 16 has been canceled. The Dallas Amateur SX will be held on March 23 in Texas Stadium. For more information, contact World Sports at 813/578-1776.

Dunlop has announced that its new Sportmax II D204 radials will be produced at its Buffalo, New York, manufacturing facility, making it the first motorcycle radial to be produced in the United States.

Moto Liberty will offer a contingency award program for 125cc GP road racers competing in the International Grand Prix Series which will run with the North American Super Bike Series. To be eligible for the awards, riders must be the original purchaser of a new 1995 or 1996 Honda RS125 from Moto Liberty or American Honda. First place will pay $300 and contingencies will be paid down to 10th place. The series begins on February 17 at Willow Springs Raceway in Rosamond, California. For more information, call Moto Liberty at 214/242-6440.

Motocross legend **Dave Bickers** will help open the AHRMA bike week schedule by competing in the first round of the 1996 AHRMA/Vintage Iron National MX Series on March 2 at the Florida Motorsports Complex in Ocala, Florida. The 57-year-old Brit will ride a late-1960s single-pipe CZ. In addition to competing, Bickers will also be a guest speaker at the AHRMA Off-Road Awards Banquet on the evening of March 2.

Six-time World Champion **Geoff Duke** will act as Grand Marshal for the AHRMA Classic Days at Daytona International Speedway in March. Duke, who earned his world titles in the 1960s riding first for Norton and then for Gilera, will serve as starter for the BMW Battle of the Legends races, and chief judge for the concours d'elegance for Norton competition motorcycles. Duke will also speak at the AHRMA awards banquet.

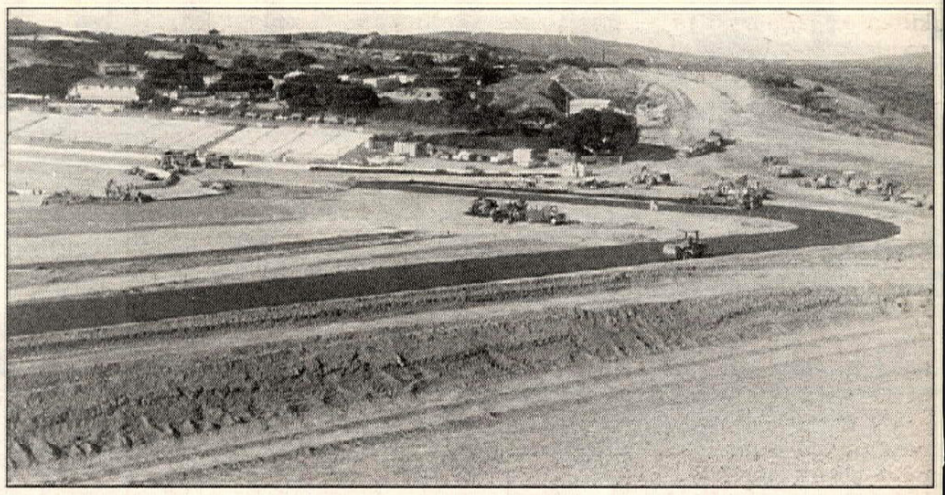
Former factory motocrosser **Peter Lamppu**, 52, succumbed to cancer on December 18. Lamppu, originally from Finland, was an integral part of professional motocross during the late 1960s and into the 1970s. A frequent visitor to the winner's circle, Lamppu raced factory Kawasakis in 1972-'73 and then for Montessa in 1975. One of his last race outings was at the 1990 Vintage Iron Invitational held between 500cc U.S. GP motos at Glen Helen Raceway, in San Bernardino, California.

Long a fixture in the personal watercraft industry, apparel manufacturer **Jet Pilot** has expanded beyond its wetsuit line and will include an array of casual wear. Motocrossers **Damon Huffman** of the factory Kawasaki team and Honda of Troy's Casey Lytle have signed with the company, and will sport the company's clothing while they're off the track.

New Zealander **Andrew Stroud** has signed a contract with Hammerhead, the sponsorship and sports management company headed by former Camel cigarette sponsorship director Duncan Lee. Hammerhead is currently trying to secure a World Superbike ride for Stroud, though the company is not ruling out a run for the AMA Superbike National Championship. The latest word on Stroud, however, is that he may have secured a Yoshimura Suzuki ride for the All-Japan Superbike Championship. For more information, call Hammerhead in England at 44/1489-895-532.

Durelle Racing Promotions will be taking a group of dirt track racers down under for some racing action during the months of February and March as part of the **Ivan Mauger Motorsport Club Speedway Series**. The six-man squad - which will include Jay Springsteen, Kevin Atherton, Lance Jones, Bill Herndon and Durelle - is scheduled to run 750s in exhibition races on the various half-mile facilities that Mauger uses to host long-track speedway events. "Ivan had contacted Butch Donahue about doing this last year, but Butch was real busy with other things, so he kind of handed it over to me to supply Ivan with information," Durelle said. "Ivan seems real interested in having us over there - he's been trying to do this for a couple of years. Now it's finally going to happen." Durelle said that the group will be putting on exhibitions in both Australia and New Zealand.

Carl Struthers, 53, of Eagle, Idaho, was



Laguna Seca undergoes extensive changes

The track modifications and expansion to Monterey, California's Laguna Seca Raceway - the site of an AMA Superbike National on April 26-28 and the World Superbike Series on July 19-21 - is in the final stages of completion. The changes to the track are in the turn nine (Rainey Corner) area to turn 11 (the hairpin that leads onto Laguna's front straight) and were done to meet IndyCar safety requirements.

With turn 11 now pushed back, pit lane has been expanded to provide a total of 32 pit stalls, each 35 feet in length - an increase of 280 feet. The pit lane expansion also provides an additonal three acres of paddock space and new spectator viewing terraces which are being built 25 feet above the track. In addition, 5000 permanent grandstand seats will be constructed in turns 11 and four. "The IndyCar organization wanted a larger pit lane and the FIM wanted proper runoff areas at turns 10 and 11," general manager Scott Atherton said. "As a result of the modifications we've made, I believe both issues have been addressed."

The entire track is scheduled to be resurfaced following the AMA Superbike National in April.

Orioli assumes Dakar lead

Yamaha-mounted Italian Edi Orioli (right) capitalized on the misfortune of his rivals to assume the lead of the Total Granada-Dakar rally on January 4, and he held his advantage with the event just over halfway completed on January 8.

Early leader Stephane Peterhansel suffered fuel problems and eventually dropped out, as did KTM's Heinz Kinigadner. Peterhansel had appealed to the steward, claiming that the organization had accidentally supplied him with diesel fuel, but the four-time Dakar winner was denied. As we went to press, Orioli - a former winner of the rally - was trailed by Spaniard Jordi Arcarons, who rides a KTM and was just under 42 minutes down. Next was Italian Davide Trolli, followed by Frenchmen Thierry Magnaldi and Cyril Esquirol.

American Jimmy Lewis, Off-Road Editor for Cycle World magazine, had taken his KTM as high as ninth overall before retiring on January 7 with a stomach disorder and dehydration. "I'm really disappointed," said Lewis. "I was going really well and the bike was perfect. I was sure I was going to get to Dakar, but once I started feeling bad, it was impossible to continue."

In the past week, the rally has gone from El Hassan, Morocco, through Smara to Zouret, Mauritania, where competitors got a one-day rest. Next were two stages to Atar and back, with riders finishing January 8 in El Mreiti. Six days and nearly 2000 miles remained.

killed on January 1 in a snowmobile accident. Struthers was the founder of Carl's Cycle Sales in Boise, Idaho and was an avid off-road motorcyclist. He is survived by his wife, Liz, two daughters, Carrie Jolliffe and Jan Ashley, a son, Jack Struthers, and two grandchildren.

Single-event licenses are still being made available for the **AMA Supercross Series**, according to the AMA. Stipulations of the licenses are as follows: Applications must be submitted to the AMA office for processing prior to the event and applications will not be accepted at the track; riders must have their licenses in possession before being permitted to participate; single-event licenses will only be accepted at the event designated on the license; applicants can purchase only one license during the AMA Supercross Series; standard licensing requirements will be followed, including proof of age and eligibility; AMA membership is required and must be current through the last day of the month the event is held; a single-event license will cost $35; license applications can be requested by contacting the AMA.

Bartels Harley-Davidson, sponsors of one of the top teams in AMA Super-Twins racing, has signed a contract to use Metzeler tires for the 1996, 1997 and 1998 racing seasons. "They have an incredible enthusiasm for our program," team manager Rick Hutchins said. "They listened to our comments and suggestions, which is a nice feeling. The Metzeler people can really make you feel welcome."

The Third Annual **March of Dimes Bikers for Babies** ride will begin at the Hard Rock Cafe at Universal Studios in Florida on March 24 at 9 a.m. The parade route will take riders through Orlando and will include a free lunch for all participants. In addition, a 1996 Harley-Davidson Heritage Softail will be given away. For more information, call Jill Eckert at the March of Dimes at 407/849-0790 or Keith Finnerty at 407/774-9090.

Team Labelle/MVR has announced the signing of 1995 Formula USA Champion **Chris Taylor** and former Daytona 200 winner **Dave Sadowski** as its team members for the 1996 season. Both riders will contest the Formula USA Series. In addition, Labelle has signed up young **Jason Fletcher**, the Oregon/Washington road race series winner in 1995.

According to a press release from the race track, the owners of **Road Atlanta** in Braselton, Georgia, are considering selling the facility. "I am proud of the progress we've made in the last three years in restoring both the physical property and the reputation of Road Atlanta in the business community," CEO and president Jim Kanely said. "However, road racing events alone have not been profitable enough to provide an adequate return on the investment we made in the track and the 700 acres of land surrounding it." Selling the track is the owners' second option, according to the release. The number-one priority is to locate a corporate partner.

FMF Racing will be sponsoring World 125cc Supercross Championship runner-up **David Vuillemin** in the opening rounds of the GFI and CMC winter motocross series as well as three West Coast rounds of the AMA Western Regional Supercross Series. The 18-year-old Frenchman will compete aboard an FMF-built Kawasaki KX125, which will be maintained by his father **Didier Vuillemin**. In his first appearance at the GFI series opener at Perris Raceway, Vuillemin finished sixth in the 125cc Pro class.

Travelcade/Saddlemen, the former sponsor of AMA Grand National Championship competitor **Will Davis**, will be expanding its dirt track racing program for the 1996 season. "Our race efforts this past season were very successful at increasing awareness for the Travelcade and Saddlemen brands," said Travelcade/Saddlemen president Tom Seymour. "Because of this success, we are very excited about opening our race program, 'Team Saddlemen,' to many more professional racers." Team Saddlemen is now open to all professionally licensed AMA expert dirt trackers. Applicants must send a profile/resume to: Saddlemen Race Support, 1933 E. Dublin-Granville Rd., #229, Columbus, OH 43229 before January 31.

And speaking of **Will Davis**, the fourth-ranked dirt tracker in the nation has departed **R&R Racing** to join **Kevin Atherton** on **TCR Racing** Harley-Davidsons for 1996. In fact, Davis' addition is just one step in a complete revamp of the Ben Ford Jr.-owned, Michigan-based team, according to team manager **Tom Cummings**. For instance, Davis will be bringing former R&R Racing mechanic **Dennis Town** with him to TCR and will be working out of the team's '95 transporter while Atherton's crew will be housed in a new rig. "I'll be helping Dennis build Will's motors," Cummings said. "But Dennis and **Randy Brady** will be responsible for Will's bikes on the road. **Dave Watts** and I will be working with Kevin. I've also hired **Gary Nixon** to be the assistant team manager. I'm trying to surround this team with as many quality people as I can, so that when we come to a race we're the big show. Ben Ford Jr. is putting a hell of a lot into this sport, and we're trying to make it as professional as we can. We're going to try to knock Scotty (Parker) off that podium." Davis will be replacing former TCR rider **Dan Butler**, who has reportedly signed a deal with **Gardner Racing** for '96. R&R Racing is rumored to have lined up 1995 AMA Grand National Championship series runner-up **Rich King** to contest its Honda RS750s for the year.

Wiseco Piston has announced what is its largest supercross/motocross support and contingency program to date. Wiseco will post $53,000 total for this year's AMA Supercross and National MX events. Wiseco will pay first through 20th positions in all 125 and 250cc classes, and they will also pay the top-finishing privateer's mechanic $50 in each 125 and 250cc event. For more information, call 909/672-9636.

The **Rick Cole Auction Company** will be presenting one of the premier collections of racing and collector motorcycles in a "no reserve" **public auction** at the **Petersen Automotive Museum** in Los Angeles, California, on March 16. More than 100 historically significant bikes will be sold to the highest bidder with no minimum bids. A 1954 AJS Porcupine, one of only 10 made, is said to be the prized piece of the auction. The machine is valued at over $250,000. For more information call 818/506-6533.

AUTOGRAPH SIGNING: At Cycle Riders in Longwood, Florida, on January 12 from 6 to 7 p.m. Members of Team Suzuki's motocross team are scheduled to appear. For more information, call Mitch Marqui at 407/695-4900.

AUTOGRAPH SIGNING: At Cycle Sports Center in Orlando, Florida, on Thurday, January 11 from 6 to 7:30 p.m. Team Yamaha members Damon Bradshaw, John Dowd, Doug Henry and Kevin Windham are scheduled to appear. For more information, call 407/299-9191. These same riders are also scheduled to appear on January 12th from 7 to 8:30 p.m. at Beach Sportcycles, in Cocoa, Florida. For more information, call 407/631-5571.

NAMED: Former 125cc National MX and Supercross Champion Johnny O'Mara, as Sports Marketing representative for Oakley Inc. O'Mara will manage Oakley's motorcycle and watercraft sports marketing programs, which include rider support and team development on a worldwide level.

MOVED: The National Off-Highway Vehicle Conservation Council Inc., to 1020 Superior Aveneu, Sheboygan, WI 53081-2262. The new phone number is 800/348-6487.

APPOINTED: Richard Lague, vice president and exectutive publisher of Petersen Publishing Company, to the California Recreational Trails Committee, by California Governor Pete Wilson.

PROMOTED: David Koshollek, to director of development for the Motorcycle Mechanics Institute. Koshollek previously supervised MMI's Harley-Davidson programs.

MOVED: Answer Products Inc., to 28209 Avenue Standford, Valencia, CA 91355, effective January 1996. The phone number is unchanged, but the fax numbers have changed to the following: Sales 805/294-4179, General 805/294-4181.

NAMED: California Sportbike Racing as a road race trackside distributor for EBC Brakes for the Western region of the United States. For more information, call 714/642-0104.

NAMED: MTA Inc., as a Ferodo brakes distributor in Southern California. For more information, call 909/483-3663.

MARRIED: Parts Unlimited's Brian Cornelius to longtime girlfriend Petra Michels on November 11 in Las Vegas, Nevada.

MOVED: American Motorcycle Racing Teams Inc. (AMRT) to 1682 Elstow Court, Westlake Village, CA 91361. The new phone/fax number is 805/496-1451. CN

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VOICES
Letters to the editor

Helmets, et al

Dan Cather's comments (Issue #50, January 3) concerning forcing "bikers" and "motorcyclists" (funny, I thought we were one and the same) to use helmets begs a response from us avid anti-helmet-law advocates. First of all, don't get me wrong, I do advocate the use of helmets; I personally wear one and so do my Harley owner friends. However, in this over-legislated country of ours, the last thing we need is another law that protects me from myself.

If Dan and the others want to continue to use the cost of insurance or subsidized medical care as the reasons for implementing these laws, then I suggest that they first tackle those things that really drive medical costs and insurance rates through the roof.

In Dan's world the use of tobacco, liquor, saturated fats and eggs would be heavily restricted to ensure that people stayed fit so the rest of us would not be burdened with the costs of maintaining their unhealthy lifestyle.

Get real, Dan - pick a cause more worthy of your time.

Ron P. Bray
Broken Arrow, OK

Helmets, et al, II

I am sick and tired of reading about the AMA's support of legislation to repeal helmet laws. If the AMA were concerned about promoting the sport, then they would be supporting helmet laws. Every time an individual suffers a severe head injury, the general public thinks motorcycling is dangerous. The result is that Little Johnny is forbidden by his parents to be anywhere close to a motorcycle.

Has the AMA ever taken a poll of its members to see if the members approve of membership dues being spent to repeal helmet laws?

Robert Bourne
Atlanta, GA

Go, Bayle, go

Leaked details that have Jean-Michel Bayle joining Team Marlboro Roberts Yamaha for next year's 500cc Grand Prix season seem to herald a new chapter in an amazing and unusual motorcycling career. Anyone who loves motorcycle racing has to recognize the talent and determination it takes to master one discipline (motocross/supercross) and then cross over at the top of your game to compete at a world-class level in a completely different arena (GP road racing).

While it's true Bayle, in his second season, didn't threaten his teammate Max Biaggi for the 250cc World Championship, he did show obvious improvement and an ability to run in the top 5-10 positions in what is probably the most aggressive and tightest GP road racing class.

I, for one, would like to see more racers from outside road racing try to duplicate Bayle's "career change" instead of automatically trading two wheels for four. For example, could Jeremy McGrath get as far as fast as Bayle has in road racing?

Sandy Callas
Deerfield, IL

Huh?

How to kill a TV program. First, get rid of the knowledgable, personable host and replace him with a car racing guy. Second, move the program to an obscure channel not carried by most cable systems.

Adios, MotoWorld.

Dan Knous
dknous@iamerica.net

The producers of MotoWorld have announced that the television show has moved from ESPN to ESPN2. See "In The Wind" for more details... Editor.

More TV talk

In response to one of your readers, Jose Obando, voicing his displeasure on Prime Network's racing coverage and, specifically, the spotty coverage offered by the Arizona Sports Programming Network (ASPN), I would like to clarify the situation.

ASPN is not a Prime affiliate, but does have an agreement, as Mr. Obando writes, to broadcast "what they feel is of interest to local viewers." So the broadcast schedule of Prime racing that ASPN offers is strictly up to the programming executives at that network.

Prime, however, has 21 regional affiliates across the nation, reaching a total of nearly 50 million cable homes (and millions more on direct satellite and backyard dish owners). These regional affiliates make every effort to offer a much greater range of Prime programming to their viewers, fitting out offerings into their schedules which also include local events.

In the Phoenix market (where Mr. Obando lives), we have a Prime affiliate, Prime Sports West, which airs our AMA, SCCA, NASCAR, dirt bike racing, This Week in NASCAR, On Pit Road and other programs. Once the outdoor racing season really gets under way, our coverage will once again include weekly preview and review shows and live racing on Thursday nights and weekends. We hope that Mr. Obando and other racing fans will continue to turn to Prime to round out their racing TV schedules.

Craig Sanders
Director of Public Relations
Prime/NewSport Networks

Summers' thanks

This year marked my 10th season pursuing both the National Hare Scrambles Series and the National Cross Country Series. I'd like to thank those companies that made it possible for me to chase championships once again in 1995. I have a great relationship with the following companies and am proud to be associated with their products and the folks who make them: Honda, Answer, Arai, Oakley, Pirelli, Silkolene, Alpinestar, Tsubaki, Camelbak, White Bros, Wiseco and Braking. After 63 hours of racing, we competed in 13 states and rode approximately 1680 miles.

I'd like to congratulate Scott Plessinger. He did finish in front of me just one time when I wished he hadn't, but that's okay - we had some great races, won championships and enjoyed doing our jobs.

As for 1996, I've recently signed with Honda to compete in the National Cross Country Series. I won't be defending the Hare Scrambles title in an effort to do more high-profile events that have always had conflicting dates. Pursuing only one title will also give me more opportunities to race in international events. We have tentatively scheduled those in Japan, Canada and South America.

The only other difference in our race program for next year is the addition of Yoshimura to our sponsor list. Fred (Bramblet) and I are looking forward to '96 and would like to wish our friends in the industry a safe and enjoyable off-season.

Scott Summers
Carrollton, KY

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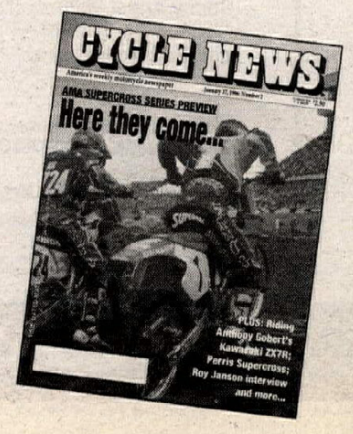
ON THE FRONT COVER

Ready, set, go! The Supercross series gets under way. For a preview, see page 6. Photo by Kinney Jones.



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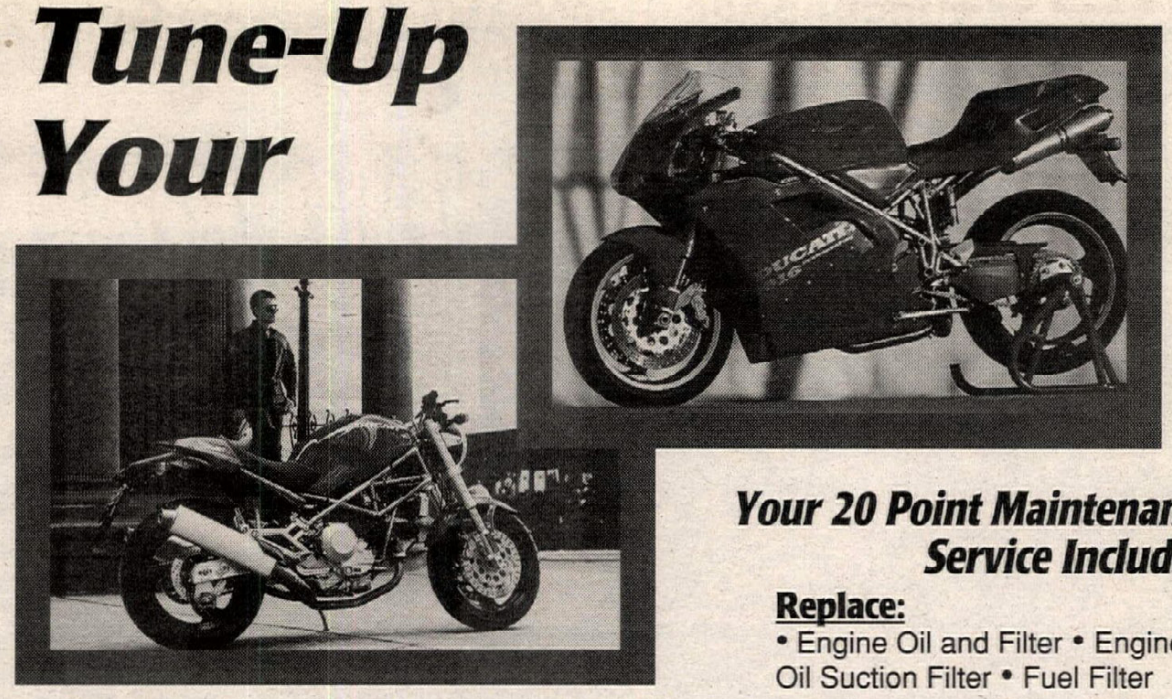

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Britalia Motors
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Concord CA; 510-687-7742

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Pro-Italia Motors
Glendale CA; 818-249-5707

Mission Yam / Ducati
Laguna Niguel CA; 714-582-0351

A.V. Kaw / Yam / Ducati / Hus
Lancaster CA; 805-948-1019

B.T.F. Motor Co.
Livermore CA; 510-606-1256

Sonny Angel Motorcycles
National City CA; 619-477-8120

Del Amo Motorsports
Redondo Beach, CA; 310-372-8891

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Riverside CA; 909-687-1300

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Ventura CA; 805-653-5884

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Ron Turner Cycles
Jacksonville FL; 904-641-0066

Cycle Riders
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New beginnings

While 1995 provided some of the best supercross racing action ever and consistently packed stadiums, the U.S. Supercross Series ended on a sour note last year.

In fact, it could be argued that the series reached an all-time low in its 22-year history. You might remember that the final race of the season in Las Vegas turned ugly when a power failure left the stadium floor in darkness. Despite the good efforts of the promoters to go on with the show by bringing in makeshift lights to illuminate the track, many of the top riders chose not to ride the main event, claiming the conditions were still too dangerous for them to compete. But was this the real reason why they decided not to ride? Some say not, claiming that many of the riders chose not to ride, using the sudden power outage to vent their frustrations on the promoters due to the lack of a series points fund last year.

No matter how you want to look at it, everyone - from the factories to the fans - left the Silverbowl that night with a bad taste in their mouths and wondering what would become of next year's series. The riders were mad at the promoters, the promoters were mad at the riders, and many of the spectators, who had endured a long, uncomfortable night in the desert heat in Vegas, were confused, frustrated, and mad at the riders as well. The future didn't look good.

Obviously something had to be done during the off-season, those in charge knowing good and well that the sport of supercross can't grow until a happy concensus is reached among the riders, promoters and the AMA. To accomplish this, the first step toward smoothing out the bumps in the road was to mend the rocky relationship between the supercross promoters and the AMA, and after meeting upon meeting, the two groups ironed out many of their differences. A new relationship was formed when AMA Pro Racing and supercross series promoters PACE SuperSports and SRO Motorsports signed a seven-year agreement beginning with the upcoming season. The deal benefits everyone, but most importantly, it benefits the riders - the ones who make the show. As a result of this agreement, the riders, once again, have a $100,000 points fund to shoot for this year, including $780,000 in event purses. In addition, nearly $400,000 in the Supercross Contingency Program will still be paid out to participants in the 125 and 250cc classes.

"The agreement begins a new chapter in the sport of supercross," said Charlie Mancuso, president of SRO Motorsports. "We are all confident that with it will come a period of greater communication and cooperation among all entities, including the riders and teams, factories and sponsors. More importantly, this pact will give the sport of supercross the needed stability to grow and prosper into the next century."

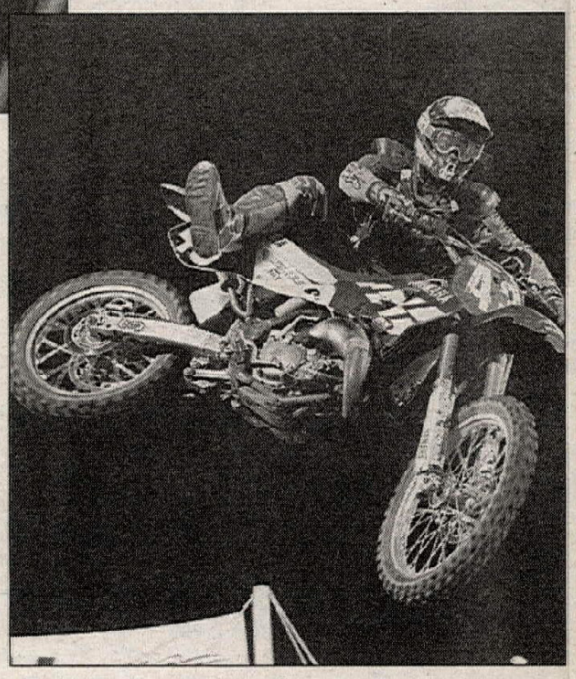
Roy Janson, director of supercross for SRO and PACE, said, "We are excited that through the combined efforts of the AMA, the event producers and series contingency sponsors, we are able to reach record levels of rider support. And we believe that the 1996 series will be the best ever." (See an interview with Janson elsewhere in this issue).

For now, everyone is happy - the riders, the promoters and the AMA, and perhaps now everyone can concentrate on what makes supercross so great - the racing.

When the gate drops for the start of the 1996 AMA Supercross Series in Orlando, Florida, on January 13, it will mark the start of the 22nd season of the supercross series, and all the riders on the starting line will be aiming their guns at none other than Team Honda's Jeremy McGrath, the three-time number-one-plate holder. And it won't be until May 18 in Cleveland, Ohio, when we'll find out if any of them hit their target. If not, and McGrath does go on to win his fourth-straight title, we'll see another record broken by "SuperMac." No rider has ever won four supercross titles, let alone four in a row.

Once again, this year's AMA Supercross Series will visit 15 different venues in a five-month span. For 1996, the series will make stops at two new locations. On April 20, the Charlotte, North Carolina, round will be held at Charlotte Motor Speedway instead of Memorial Stadium, and, for the first time, a supercross round will make a stop in St. Louis, Missouri, at the new Trans World Dome.

Deleted from this year's schedule is the Las Vegas round, which has over the years been the host city for the grand finale. But not this year. Instead, Cleveland will have that honor.



1996 AMA Supercross Series

January 13	Orlando, Florida	Citrus Bowl
January 20	Minneapolis, Minnesota	Metrodome
January 27	Anaheim, California	Anaheim Stadium
February 3	Seattle, Washington	Kingdome
February 10	San Diego, California	Jack Murphy Stadium
February 24	Atlanta, Georgia	Georgia Dome
March 9	Daytona Beach, Florida	Daytona International Speedway
March 16	Houston, Texas	Astrodome
March 23	Dallas, Texas	Texas Stadium
March 30	Indianapolis, Indiana	RCA Dome
April 6	Tampa, Florida	Tampa Stadium
April 13	Pontiac, Michigan	Silverdome
April 20	Charlotte, North Carolina	Charlotte Motor Speedway
April 27	St. Louis, Missouri	Trans World Dome
May 18	Cleveland, Ohio	Municipal Stadium

Team Suzuki
Roger Decoster (manager)
Mike LaRocco (250cc)
Greg Albertyn (250cc)
Ezra Lusk (250cc)
Tim Ferry (125cc East)
Craig Decker (125cc West)

Team Honda
Wes McCoy (manager)
Jeremy McGrath (250cc)
Steve Lamson (250cc)

Team Kawasaki
Roy Turner (manager)
Jeff Emig (250cc)
Ryan Hughes (250cc)
Damon Huffman (250cc)

Team Yamaha
Keith McCarty (manager)
Doug Henry (250cc)
Damon Bradshaw (250cc)
Kevin Windham (125cc West)
John Dowd (125cc East)

Team SplitFire/Pro Circuit/Kawasaki
Mitch Payton (manager)
Mickael Pichon (125cc East)
David Pingree (125cc West)
Chad Pedersen (125cc West)
Casey Johnson (125cc West)

Team Honda of Troy
Erik Kehoe (manager)
Mike Craig (250cc)
Larry Ward (250cc)
Brian Swink (250cc)
Mike Brown (250cc)
Jeff Willoh (125cc support West)
Casey Little (125cc support West)

Team Sizzler/Noleen
Clark Jones (manager)
Kyle Lewis (250cc)
Jimmy Button (250cc)

Team Honda/Primal Impulse/Fox
Robbie Reynard (125cc West)
Pedro Gonzales (125cc West)

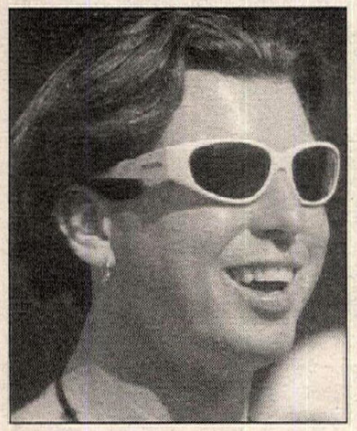
Team AEP/Castillo
Denny Stephenson (250cc)
Buddy Antunez (250cc)
Phil Lawrence (250cc)
Dave Castillo (250cc)

Team Chapparal
Larry Brooks (manager)
Larry Brooks (250cc)
Brian Deegan (125cc East)
Greg Schnell (125cc West)

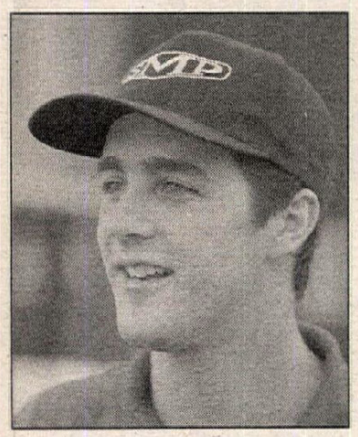
Team KTM
Ty Wallace (250cc)
Kevin Crine (250cc)

OUR PICKS for '96

By Kit Palmer and Donn Maeda



1
Jeremy McGrath
Honda



#2
Jeff Emig
Kawasaki

#12
Mickael Pichon
Kawasaki

Our predictions last year, well, were nothing to brag about. But all was not lost, we did get one right. Last year we predicted Jeremy McGrath would win his third straight supercross title, but who didn't? From second place on back, we didn't even come close. After all, who would have guessed that privateer Larry Ward would finish out the season as the runner-up, finishing ahead of a string of factory riders: Jeff Emig, Mike Kiedrowski, Doug Henry, Mike LaRocco and John Dowd. This just goes to show that the sport of supercross is anything but predictable.

We didn't do too bad with the 125cc class. We got the West Coast series champ correct with Damon Huffman, and our "wild card" pick of Mickael Pichon topped the East Coast series. Tim Ferry, our number-one pick to win the East series, finished fourth after getting injured.

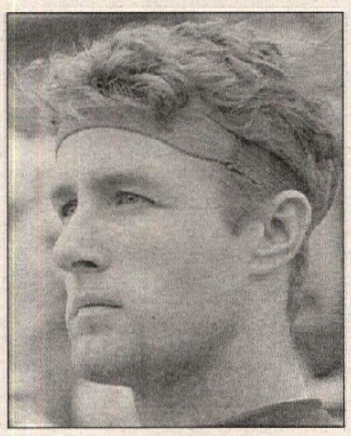
Here are our supercross picks for '96, and, what a surprise, we're again going to pick McGrath to win his fourth straight title. But even with McGrath, there's no sure thing in supercross. We also randomly asked a few industry insiders for their picks, and as you can see, we aren't the only ones predicting McGrath will nab his fourth title.

Maeda's picks:

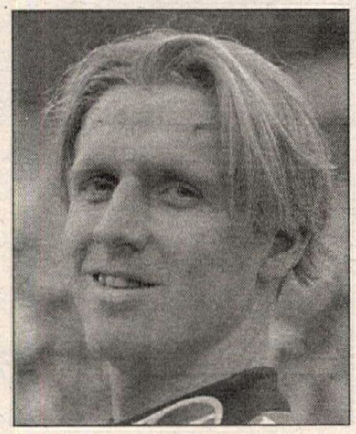
1. Jeremy McGrath
With 29 career supercross wins and three consecutive championship titles to his credit, there's little doubt that Jeremy McGrath is the best rider the sport of supercross has ever seen. Following his first-ever 250cc National Championship, McGrath has found even more drive and determination to train hard and push himself. Barring injury, we see no reason that Showtime will not romp to his record-setting fourth consecutive championship in 1996.

2. Damon Huffman
Like Jeremy McGrath, Damon Huffman will make his full-time 250cc-class debut with a pair of Western Regional 125cc Supercross Championships to his credit. And like McGrath, Huffman looks as if he's hardly trying as he works his way over obstacles that give others fits. If Huffman can score a win early in the season and gain confidence, or if McGrath should get hurt, the tall Californian could be the heir apparent to the supercross throne.

3. Steve Lamson
Recently crowned 125cc National Champion Steve Lamson has always shown flashes of brilliance on a supercross track, but injuries and a lack of confidence have held him back in the past. Lamson was consistently second to McGrath in the off-season European races, and if he can stay healthy, Lamson should score his first-ever indoor win in '96. We expect him to round out the top three when the series comes to an end.



#6
Larry Ward
Honda



#17
Mike Craig
Honda

#20
Tim Ferry
Suzuki

4. Jeff Emig
Jeff Emig scored his first-ever supercross win at the controversy-marred Las Vegas season finale, and he's anxious to back it up with a "real" win. Emig definitely has the talent, but has a tendency to tighten up while leading. Emig should win a few in 1996, but his lack of consistency will hold him to fourth.

5. Larry Ward
Larry Ward shocked the masses by finishing second overall in last year's series aboard a privateer Yamaha. This year Ward made the switch to Honda of Troy and feels that he has an even-better chance of beating Jeremy McGrath, now that he's on the same machine, but we feel that Ward's competition will be much stronger in 1996. With any luck, Ward will win score his second career supercross win, but we don't foresee him finishing as high as he did last year.

6. Ryan Hughes
After gaining a reputation as one of the hardest-charging 125cc pilots in the world, Ryan Hughes will race a 250 full time in 1996. While his aggressive riding style complimented his speed in the 125cc class, it may set him on his head in the 250cc division. If Hughes can calm down a bit, he may be the sleeper of the season. Put him down for at least sixth.

7. Mike LaRocco
For several years, Mike LaRocco has been the only rider to pressure Jeremy McGrath in the supercross series title chase. This year, LaRocco will have two things going against him - he's been sidelined with injuries throughout the off-season, and he'll have to adjust to a new bike. While LaRocco is without a doubt one of the hardest chargers in supercross, we feel that he will need about half of the indoor season to reach his full potential.

8. Greg Albertyn
Three-time World Champion Greg Albertyn looked like a fish out of water when the supercross series started last year, but he's made a vast improvement in his supercross style since then. Though his style still isn't as fluid as those of his American counterparts, we feel that Albertyn will break into the series top 10 in 1996. If he doesn't, it won't be for lack of trying.

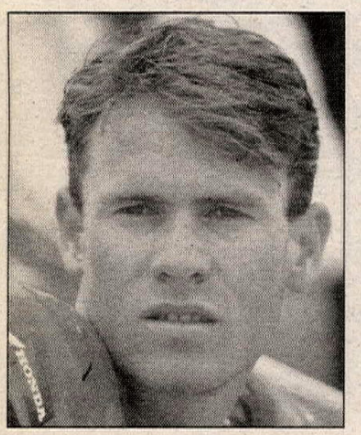
9. Damon Bradshaw
Though he was once one of the most dangerous riders to set foot in a stadium, Damon Bradshaw seems to have lost a bit of the edge that he once had. Bradshaw has missed two full supercross seasons, and we feel that much time away may have been too much. We hope he proves us wrong - it would be thrilling to see Bradshaw resume his position at the front of the pack.

10. Doug Henry
Because he suffered a serious back injury near the end of the 1995 season, Doug Henry will be the big question mark in the 1996 supercross series. At the end of last year's indoor series, Henry showed incredible promise and looked to be one of the only riders who could seriously threaten Jeremy McGrath. Can Henry regain his former form and promise? We hope so, but time will tell.

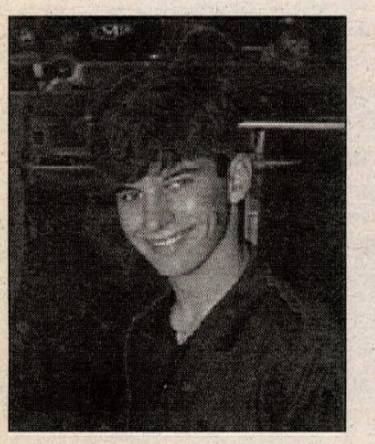
125 East Coast
1. Tim Ferry
Tim Ferry was leading the 125cc series last year before he got hurt and he's only gotten stronger and faster since then. Ferry will dominate the East.

125 West Coast
1. Kevin Windham
I think Kevin Windham will surprise a lot of people this year. Windham is no longer a rookie and is bigger and stronger, and, not to mention, has more confidence than ever.

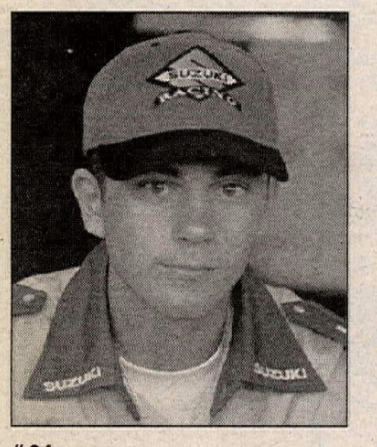
OUR PICKS *for* '96



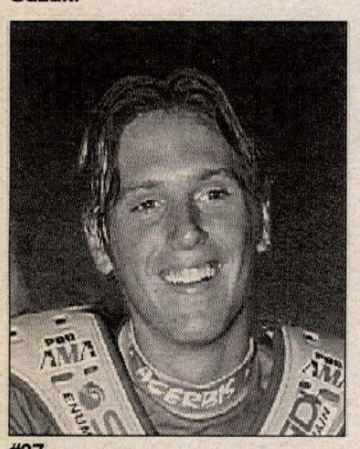
#4
Steve Lamson
Honda



38
Kevin Windham
Yamaha



34
Ezra Lusk
Suzuki



#37
Ty Wallace
KTM

Palmer's picks:

1. Jeremy McGrath
I thought I'd go out on a limb for my number-one pick. A real big, monster of a limb. Of course, you'd have to be crazy not to bet on McGrath to win the series, after all he pretty much smoked everyone in Europe during the off-season and shows no signs of letting up.

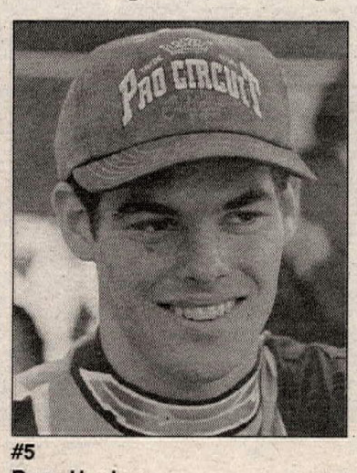
2. Jeff Emig
Jeff Emig has championship speed but has a hard time putting a whole season together. But this year, things will be different. Emig is coming off a successful 250cc National MX Series where he finished second, and that momentum should carry into the '96 supercross series. His confidence is up, he's on a new team and with a little bit of luck he'll be a title contender. He'll be there ready to pounce should McGrath stumble.

3. Mike LaRocco
During McGrath's reign in supercross, LaRocco has been the only rider to consistently give the champ something to worry about, but injuries have slowed his progress. It'll take LaRocco a few races to get used to his new Suzuki ride, which will give McGrath and Emig a head start in the points race. If LaRocco wins in Orlando, though, McGrath could be in for a long season.

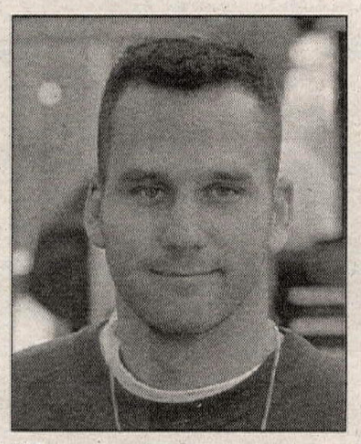
4. Steve Lamson
Steve Lamson is getting stronger and stronger in supercross. He'll win his first SX this year and will mix it up with McGrath, Emig and LaRocco all year. Even though I picked him to finish fourth, I wouldn't be surprised if he finished out the year nipping at McGrath's heels.

5. Damon Huffman
Damon Huffman is hard to figure out. He's obviously one of the fastest 125cc supercross racers around, but can he ride a 250? The few times he rode in the 250cc class his results were less than spectacular, but then again, he wasn't comfortable on the bigger Suzukis. He'll undoubtedly do better in the 250cc class on the Kawasaki, but some of the more seasoned veterans will get the best of him, at least this year. A 250cc SX championship, though, is definitely in his future.

6. Ryan Hughes
Ryan Hughes has come a long way in the past year, and now he'll be riding a 250, something he's wanted to do for years. Hughes has the determination and the speed to win. Once he nails down consistency, he'll be a force to be reckoned with.



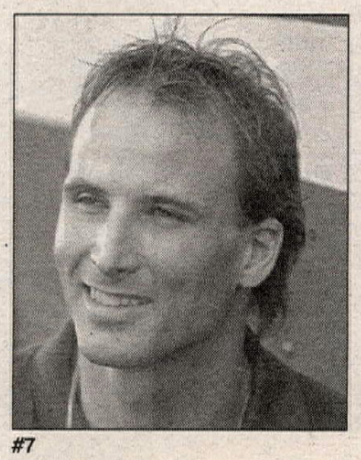
#5
Ryan Hughes
Kawasaki



#23
Brian Swink
Honda

#9
Mike Brown
Honda

#10
Damon Huffman
Kawasaki



#7
John Dowd
Yamaha

7. Larry Ward
There probably isn't anybody who wants to win more than Larry Ward. He finished second last year and, as a result, had hoped his reward would be a factory ride for '96. That didn't happen, so he wants to prove the factories wrong for not scooping him up. The switch from Yamahas to Hondas should come easily for Ward. Still, I pick him seventh this year.

8. Greg Albertyn
The former World Champion is no longer a rookie when it come to supercross. He showed he had the speed to win but consistency eluded him. This year, he'll only get better, but he'll have to keep it on two wheels. If he does that, he can finish higher than eighth.

9. Damon Bradshaw
If Damon Bradshaw has the desire, which he says he does, then he'll break into the top 10, if not the top five, with ease. But for now, I'll give him ninth. If he has some top finishes early in the season though, then I'll be way off.

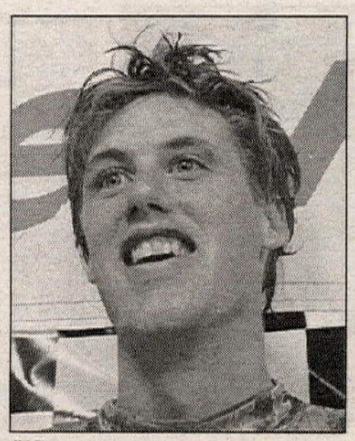
10. Doug Henry
I feel obligated to put Doug Henry in the top 10; after all, he was unbelievably fast before he got hurt late last year. Since his big crash, Henry has switched teams - from Honda to Yamaha - so not only is he coming back from an injury, he has to get used to a new bike, on which he's had little time to practice. The cards are stacked against him, but he is Doug Henry.

125 East Coast

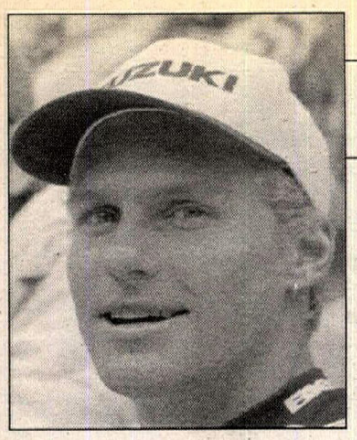
1. Tim Ferry
This one's tough between defending champ Mickael Pichon and Tim Ferry. But, since I have to chose just one, I'm going with Ferry. Ferry was in title contention last year until he broke his jaw, and he'll be more determined than ever to win the title.

125 West Coast

1. David Pingree
David Pingree has another year of experience under his belt which should be just enough to give him his first title. Pingree is a natural jumper and definitely has championship speed.

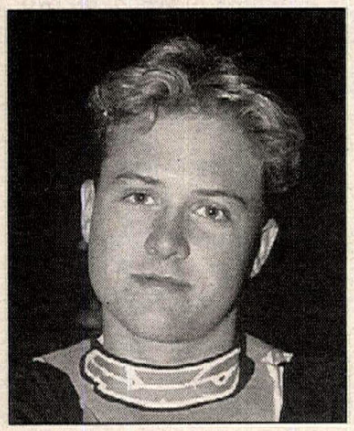


#15
Doug Henry
Yamaha

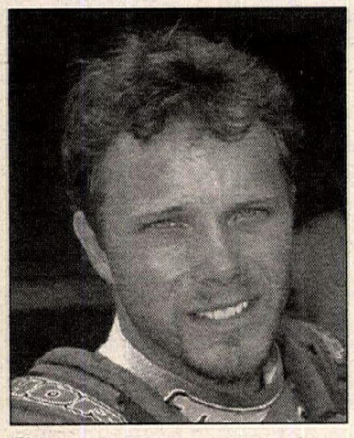


#16
Greg Albertyn
Suzuki

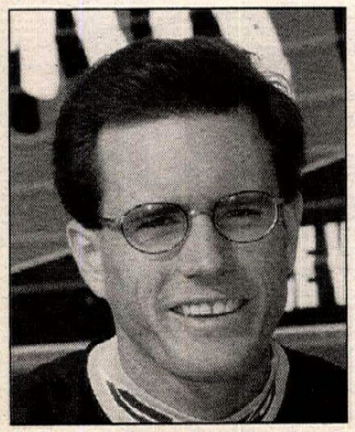
#28
Damon Bradshaw
Yamaha



#29
David Pingree
Kawasaki



#21
Chad Pederson
Kawasaki



 # 36
Larry Brooks
Yamaha

Other Predictions...

Stefan Everts - 250cc MX World Champion:

1. Jeremy McGrath
2. Mike LaRocco
3. Damon Huffman
4. Ryan Hughes
5. Larry Ward

125 East - Mickael Pichon
125 West - David Pingree

Donny Schmit - Two-time MX World Champion

1. Jeremy McGrath
2. Mike LaRocco
3. Jeff Emig
4. Steve Lamson
5. Damon Huffman

Larry Naston - AXO/SX announcer

1. Jeremy McGrath
2. Jeff Emig
3. Ryan Hughes
4. Steve Lamson
5. Larry Ward

125 East - Tim Ferry
125 West - David Pingree

Roy Janson - Director of SX

1. Jeremy McGrath
2. Steve Lamson
3. Ryan Hughes
4. Larry Ward
5. Jeff Emig

125 East - John Dowd
125 West - Kevin Windham

Lewis Wellen - Oakley

1. Jeremy McGrath
2. Larry Ward
3. Steve Lamson
4. Damon Huffman
5. Ryan Hughes

125 East - Mickael Pichon
125 West - Kevin Windham

Jerry West - PACE/Supersports

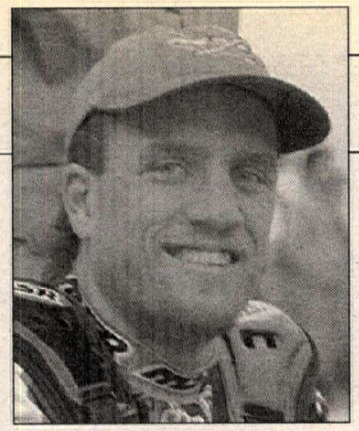
1. Jeremy McGrath
2. Steve Lamson
3. Mike LaRocco
4. Damon Bradshaw
5. Damon Huffman

125 East - Tim Ferry
125 West - Kevin Windham

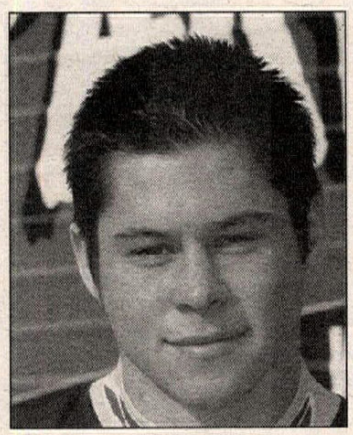
Mike Zont - Paint Can Designs

1. Jeff Emig
2. Jeremy McGrath
3. Steve Lamson
4. Doug Henry
5. Dave Castillio

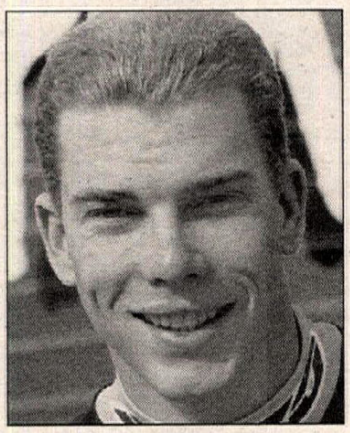
125 East - Tim Ferry
125 West - Mike Metzger



 # 8
Mike LaRocco
Suzuki



 # 25
Brian Deegan
Honda



 # 97
Greg Schnell
Suzuki

 # 26
Scott Sheak
Suzuki

 # 14
Robbie Reynard
Honda

Mercedes Gonzalez - Professional mountain-bike racer

1. Jeremy McGrath
2. Damon Huffman
3. Doug Henry
4. Jeff Emig
5. Steve Lamson

Ludovic Boinnard - Braking Brake Systems

1. Jeremy McGrath
2. Ryan Hughes
3. Mike LaRocco
4. Damon Huffman
5. Larry Ward

125 East - Mickael Pichon
125 West - Kevin Windham

Pete Fox - Fox Racing

1. Jeremy McGrath
2. Larry Ward
3. Steve Lamson
4. Damon Huffman
5. Jeff Emig

125 East - Tim Ferry
125 West - Kevin Windham

Kinney Jones - Photographer

1. Jeremy McGrath
2. Damon Huffman
3. Jeff Emig
4. Larry Ward
5. Ryan Hughes

125 East - Mickael Pichon
125 West - Chad Pederson

Eric Johnson - Free-lance writer

1. Jeremy McGrath
2. Mike LaRocco
3. Damon Huffman
4. Jeff Emig
5. Damon Huffman

125 East - Tim Ferry
125 West - David Pingree

1995 250cc Supercross point standings

1. Jeremy McGrath	320 - 1 win
2. Larry Ward	270
3. Jeff Emig	250 - 1 win
4. Mike Kiedrowski	240 - 1 win
5. Doug Henry	211 - 1 win
6. Mike LaRocco	208 - 2 wins
7. John Dowd	188
8. Brian Swink	166
9. Steve Lamson	138
10. Mike Craig	133

1995 125cc West Coast point standings

1. Damon Huffman	194 - 6 wins
2. Ryan Hughes	167 - 1 win
3. David Pingree	135
4. Craig Decker	126
5. Chad Pederson	115
6. Greg Schnell	66
7. Cory Keeney	64
8. Scott Sheak	63
9. Pedro Gonzalez	57
10. Brian Deegan	54

1995 125cc East Coast point standings

1. Mickael Pichon	213 - 3 wins
2. Mike Brown	149 - 2 wins
3. Davey Yezek Jr.	147
4. Tim Ferry	129 - 2 wins
5. Kevin Windham	120
6. Barry Carsten	101
7. James Dobb	96
8. Jim Neese	87
9. Mike Treadwell	76
10. Nathan Ramsey	69

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#65E) 1995 Motocross des Nations
Great Britain stopped the USA's winning streak in '94, but the strong Belgian team made 1995 their turn after a 15-year wait. See just how close Team USA came to taking it back. 90 minutes from Duke Video USA. **$34.95**

(#67) 1995 World 125cc MX Series Review
Follow the entire '95 World Championship MX Series, from the stifling heat of Italy to the nail-biting clincher in Germany when just 3 points separated dynamic Italians Puzar & Chiodi. 90 minutes from Duke Video USA. **$34.95**

(#68A) 1995 World 250cc MX Series Review
Belgium's Stefan Everts started as favorite, but received constant pressure from fellow countryman Bervoets, USA's Moore and Vohland, Italy's Bartolini, Germany's Beirer, and England's Nicoll. Highlights cover all 15 rounds, down to when the title was decided at the final in France. 90 minutes from Duke Video USA. **$34.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#69) 1995 World 500cc MX Series Review
Belgian Joel Smets changed to a 4-stroke Husaberg in '95 in the hope of winning his first world crown. But Louisiana's former 125cc & 250cc World Champion Trampas Parker had his own ideas. Could he really stop Smets? 90 minutes from Duke Video USA. **$34.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$149.95**

(#150F) 1995 Gainesville AMA National MX
Round #1 of 250cc action from the sandy Gatorback Cycle Park track. 47 minutes from Motovideo. **$24.95**

(#151F) 1995 Sacramento AMA National MX
Round #2 of 250cc action from the 27th annual Dirt Diggers M.C. Hangtown Motocross Classic. 47 minutes from Motovideo. **$24.95**

(#153F) 1995 Mt. Morris AMA National MX
Round #3 of 250cc action from the 19th annual High Point National MX in Mt. Morris, Pennsylvania. 47 minutes from Motovideo. **$24.95**

(#154F) 1995 Budd's Creek AMA National MX
Round #4 of 250cc action from the Budd's Creek AMA National MX in Maryland. 47 minutes from Motovideo. **$24.95**

(#155F) 1995 Southwick AMA National MX
Round #5 of 250cc action from the brutally rough & sandy Southwick, Massachusetts track. 47 minutes from Motovideo. **$24.95**

(#156F) 1995 Buchanan AMA National MX
Round #6 of 250cc action from the 22nd Annual Red Bud Track 'n' Trail National in Buchanan, Michigan. 47 minutes from Motovideo. **$24.95**

(#157F) 1995 Troy AMA National MX
Round #7 of 250cc action from Kenworthy's MX in Troy, Ohio. 47 minutes from Motovideo. **$24.95**

(#152F) 1995 Unadilla AMA National MX
Round #8 of 250cc action from the infamous Unadilla circuit in New Berlin, New York. 47 minutes from Motovideo. **$24.95**

(#158F) 1995 Millville AMA National MX
Round #9 of 250cc action from the sandy & rough Millville, Minnesota track. 47 minutes from Motovideo. **$24.95**

(#159F) 1995 Washougal AMA National MX
Round #10 of 250cc action from the Washington's picturesque Washougal Motocross Park. 47 minutes from Motovideo. **$24.95**

(#160F) 1995 Binghamton AMA National MX
Round #11 of 250cc action from Binghamton, New York. 47 minutes from Motovideo. **$24.95**

(#161F) 1995 Delmont AMA National MX
Final round of 250cc action from Pennsylvania's Steel City Raceway. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

SUPERCROSS

(#301F) 1995 Orlando Supercross
Round #1 of 125/250cc U.S. Supercross Series action at the Citrus Bowl in Orlando, Florida. 47 minutes from Motovideo. **$24.95**

(#310F) 1995 Minneapolis Supercross
Round #2 of 125/250cc U.S. Supercross Series action at the Metrodome in Minneapolis, Minnesota. 47 minutes from Motovideo. **$24.95**

(#303F) 1995 Anaheim Supercross
Round #3 of 125/250cc U.S. Supercross Series action at Angels Stadium in Anaheim, California. 47 minutes from Motovideo. **$24.95**

(#312F) 1995 Seattle Supercross
Round #4 of 125/250cc U.S. Supercross Series action at the Kingdome in Seattle, Washington. 47 minutes from Motovideo. **$24.95**

(#304F) 1995 San Diego Supercross
Round #5 of 125/250cc U.S. Supercross Series action at Jack Murphy Stadium in San Diego, California. 47 minutes from Motovideo. **$24.95**

(#306F) 1995 Atlanta Supercross
Round #6 of 125/250cc U.S. Supercross Series action at the Georgia Dome in Atlanta, Georgia. 47 minutes from Motovideo. **$24.95**

(#307F) 1995 Indianapolis Supercross
Round #8 of 125/25cc U.S. Supercross Series action at the RCA Dome in Indianapolis, Indiana. 47 minutes from Motovideo. **$24.95**

(#302F) 1995 Houston Supercross
Round #9 of 125/250cc U.S. Supercross Series action at the Astrodome in Houston, Texas. 47 minutes from Motovideo. **$24.95**

(#309F) 1995 Pontiac Supercross
Round #10 of 125/250cc U.S. Supercross Series action at the Silverdome in Pontiac, Michigan. 47 minutes from Motovideo. **$24.95**

(#308F) 1995 Charlotte Supercross
Round #11 of 125/250cc U.S. Supercross Series action at Memorial Stadium in Charlotte, North Carolina. 47 minutes from Motovideo. **$24.95**

(#314F) 1995 Dallas Supercross
Round #12 of 125/250cc U.S. Supercross Series action from Texas Stadium in Dallas. 47 minutes from Motovideo. **$24.95**

(#313F) 1995 Cleveland Supercross
Round #13 of 125/250cc U.S. Supercross Series action from Cleveland stadium. 47 minutes from Motovideo. **$24.95**

(#311F) 1995 San Jose Supercross
Round #14 of 125/250cc U.S. Supercross Series action from Spartan Stadium in San Jose, California. 47 minutes from Motovideo. **$24.95**

(#315F) 1995 Las Vegas Supercross
Final round (#15) of 125/250cc U.S. Supercross Series action from the Sam Boyd Silver Bowl in Las Vegas, Nevada. 47 minutes from Motovideo. $24.95

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

TOURING AND ROAD RIDING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#220) Redline America
Enjoy a sport-touring rider's-eye view discovering the United States best motorcycling roads. See the Blue Ridge Parkway, Kodachrome Basin, Death Valley/Mt. Whitney, Yosemite, California's Highway 1 and 130, Washington Cascade 20, Needles Highway Route 87, the Badlands of South Dakota, and more. 40 minutes from Redline America Video. **$34.95**

ROAD RACING

(#78A) 1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video. **$39.95**

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo. **$24.95**

(#78C) '91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video. **$24.95**

(#78D) 1992 GP Review
Wayne Rainey becomes the first rider since Kenny Roberts to win a third-consecutive 500cc GP World Championship as he assumes the title again in this review of the 1992 500cc GP Series. 3 hours from Duke Video USA. **$49.95**

(#78E) 1993 GP Review
A complete 3-hour video detailing the entire 1993 FIM 500cc Grand Prix Road Racing Series. Follow the triumph and heartbreak of the season with the top GP players including Mick Doohan's amazing comeback, Kocinski's triumphant return to the premiere 500 class, Wayne Rainey's triumph and tragedy, and the crowning of Kevin Schwantz for his first-ever World Championship. All 14 rounds are here - don't miss this great season review. 180 minutes from Duke Video USA. **$44.95**

(#78F) 1994 500cc GP Review
3 hours of terrific 500cc GP action in a memorable season of tough, exciting and dramatic racing. All 14 rounds are covered with extensive camera footage filmed from the air, the track, and on-bike with the top riders. 180 minutes from Duke Video USA. **$49.95**

(#78G) 1995 500cc GP Review
A battler from Brisbane becomes the most successful Australian rider of all time, a Texan hero bids a sad farewell to GP racing, a Superbike sensation from Georgia makes his 500 GP debut...see all the drama and outstanding performances in this official round-up of all 13 rounds of the '95 500cc GP season, 180 minutes from Duke Video USA. **$49.95**

(#79F) 1994 125/250cc GP Review
Watch all the 1994 250cc GP highlights in 90 sensational minutes plus the best of the 125s in 30 minutes, all in one brilliant tape; 120 minutes from Duke Video USA. **$39.95**

(#79G) 1995 125/250cc GP Review
2 hours of close-fought World Championship road racing featuring all the 250cc rounds and the best action from the 125's. Biaggi defends his crown against Harada & Waldmann while teenage star Aoki holds off Perugini, Sakata & the rest in the 125's. Includes plenty of on-bike camera footage. 120 minutes from Duke Video USA. **$34.95**

(#81A) '90 Laguna Seca US Grand Prix
Rainey and Schwantz race clear of a crash-filled field featuring Lawson, Mamola, Gardner, Chili and Magee. 250cc action also included. 52 minutes from GP Video. **$33.95**

(#81B) '91 Laguna Seca US Grand Prix
Different from the NBC/ESPN broadcasts, this video includes complete coverage & commentary of 500 & 250 classes, sidecars too. 52 minutes from GP Video. **$14.95**

(#81D) '93 Laguna Seca US Grand Prix
John Kocinski raced the factory Cagiva to glory over Lucky Strike Suzuki's Alex Barros and Marlboro Roberts Yamaha's Luca Cadalora, confirming a straight flush of five American 500cc GP class winners at the California circuit. 55 minutes from Motovideo. **$14.95**

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#94C) 1992 Isle of Man TT
Fabulous racing in fabulous weather, a host of lap and race records and all the best action on and off the track are captured in this full length video review of TT '92. 115 minutes from Duke Video USA. **$42.95**

(#94D) 1993 Isle of Man TT
This action-packed video follows the champions of the Isle of Man on this 86th running of the TT. Unsurpassed race footage plus on-board cameras on bikes and sidecars put you in the hot seat! For the first time, we show on-screen RPM & speed data from one of the leading RVF Hondas. 100 minutes from Duke Video USA. **$42.95**

(#94E) 1994 Isle of Man TT
"The 11th Milestone"-Hundreds of entries from 19 countries, thousands of fans gathering on the Isle of Man from all corners of the globe, record-breaking race action - you'll see it all in this long-version 120 minute tape from Duke Video USA. **$42.95**

(#94F) 1995 Isle of Man TT
Record-breaking action from the road racing capital of the world on the official video of the Isle of Man TT. 72 minutes from Duke Video USA. **$34.95**

(#76) Rainey's Year - The Inside Story
Triple World Champion Wayne Rainey recalls the challenges, memorable moments and dramas of his 1992 season. From preseason testing to relaxing at his new California home after the final race, this video traces every stage of his difficult year. 75 minutes from Duke Video USA. **$34.95**

(#103A) Kevin Schwantz - World Champion
The terrific Texan finally acheived his goal in '93 after a tough season of highs and lows. Follow Kevin's rise to the World Championship title, and go behind the scenes with the champ, his family and the Suzuki team for an in-depth look at what makes Kevin Schwantz tick. 60 minutes from Duke Video USA. **$29.95**

(#103B) Schwantz: GP Year '94
A Grand Prix diary of the world's most exciting GP rider: The drama of this most heroic of all seasons is here, along with the lighter moments as Schwantz enjoys himself as a spectator at the Tour de France, hangs his leathers on the wall of the Hard Rock Cafe and woos the daughter of Argentina's president with a gift of 1,000 roses. 70 minutes from Duke Video USA. **$34.95**

(#115) Cutting Edge Bikes
Join Mat Oxley as he tests the best of the '94 GP bikes, including Doohan's Honda NSR500, Biaggi's 250cc Aprilia, and Sakata's 125cc Aprilia. This video provides a behind the scenes look at the leading edge of motorcycle racing and development. 72 minutes from Duke Video USA. **$34.95**

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo. **$29.95**

(#137A) 1992 Daytona 200
Enjoy the drama as Scott Russell and Doug Polen duel to a photo-finish in one of the most exciting Daytona finishes in history. 60 minutes from Motovideo. **$29.95**

(#125) Hogs Wild!
A review of the 1992 U.S. Harley-Davidson TwinSports Championship as Scott Zampach and Mike Hale duel to the finish for the series title. 56 minutes from Duke Video USA. **$34.95**

(#248) 1992 AMA Superbike Series Review
Follow the '92 AMA Superbike Series from start to finish as Doug Polen and Scott Russell force a Ducati vs. Kawasaki showdown for the title. 55 minutes from Duke Video USA. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#400A) 1994 World Superbike Series Review
Follow the highlights of each round of the '94 WSB Series as Ducati's Carl Fogarty takes his Ducati down to the wire for the World Championship against defending champion Scott Russell after a season-long battle. 60 minutes from Motovideo. **$24.95**

(#401B) 1995 German World Superbike
Round #1 featuring two legs of WSB Series action from the famous Hockenheimring in Hockenheim, Germany. 55 minutes from Duke Video USA. **$24.95**

(#402B) 1995 Italian World Superbike
Round #2 featuring two legs of WSB Series action from the heart of Ducati country in Misano, Italy. 55 minutes from Duke Video USA. **$24.95**

(#403B) 1995 British World Superbike
Round #3 featuring two legs of WSB Series action as Fogarty charms the hometown crowd with twin wins at Donington Park. 55 minutes from Duke Video USA. **$24.95**

(#404B) 1995 San Marino World Superbike
Round #4 featuring two legs of WSB Series action from the legendary Monza circuit in beautiful San Marino. 55 minutes from Duke Video USA. **$24.95**

(#405B) 1995 Spanish World Superbike
Round #5 featuring two legs of WSB Series action as Aaron Slight puts the Honda RC45 atop the podium, trading victories with Fogarty at the Albacete circuit. 55 minutes from Duke Video USA. **$24.95**

(#406B) 1995 Austrian World Superbike
Round #6 featuring two legs of WSB Series action as Fogarty and Corser do the Ducati double at the famous Salzburgring. 55 minutes from Duke Video USA. **$24.95**

(#407B) 1995 Laguna Seca
Round #7 featuring two legs of WSB Series action as the Aussies rule, and the American homeboys impress at Laguna Seca. 55 minutes from Duke Video USA. **$24.95**

(#408B) 1995 European (G.B.) World Superbike
Round #8 featuring two legs of WSB Series action as local favorite Fogarty double-wins at the Brands Hatch course in Great Britain. 55 minutes from Duke Video USA. **$24.95**

TRIALS

(#75) 1995 World Trials Review
Is there no stopping Jordi Tarres? Right from the start of the season the Spanish trials phenomenon continued the

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(#27A) This is Advanced Motorcycle Trials
Join top international trials competitor Steve Colley on his home training ground in the rugged Isle of Man for this highly entertaining step-by-step guide to advanced trials techniques. 62 minutes from Duke Video USA. **$34.95**

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(#45D) 1994 US Speedway Nat'l. C'Ship
World Champion Sam Ermolenko defends his AMA #1 plate against fifteen of America's best. Bruce Penhall, Terry Clanton and Bruce Flanders take you through one of the most exciting Nationals of all time. 60 minutes from RAZ Video. **$29.95**

DIRT TRACK

(#51) Scott Parker - Champion
From the 130-mph dirt track battlefields to the hot tub behind his house in Michigan, you'll travel with the champ en route to his third straight title, and get to know the man behind the Number One plate. 60 minutes from Motovideo. **$34.95**

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VINTAGE

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1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes from Duke Video. **$32.95**

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(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how much the bikes changed the sport in just five years. 45 minutes from Motovideo. **$34.95**

(#15) Mike Hailwood - Champion
Follow Hailwood's outstanding career from winning 3 TT's in 1961 at the age of 21, through 9 World Championship victories in the 60's with MV Agusta & Honda, to his amazing return to racing in the late 70's on Ducati, Yamaha & Suzuki machines. 60 min. from Duke Video USA. **$34.95**

(#16) Kenny Roberts - Champion
This video traces Kenny Roberts' outstanding racing career from the American dirt tracks to his debut and eventual domination of GP road racing in Europe. Kenny discusses the high & low points of his GP career and talks about his new life running a GP team. 69 minutes from Duke Video USA. **$34.95**

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Join Team Obsolete's Dave Roper as they provide a rider's-eye view of racing their 1962 Matchless G50 during the '92 Manx Grand Prix around the Isle of Man TT circuit. 30 minutes from Duke Video USA. **$29.95**

(#8) Castrol History of Motorcycle Racing
This 3-tape/volume collector's set traces the definitive history of motorcycle racing from its earliest roots in Europe to today; Volume 1: How It All Began & the TT; Volume 2: Birth of the Grand Prix & The Japanese Arrival; Volume 3: The Other Champions & Pressure, Money and the Need to Win; total 192 minutes from Duke Video USA. **$80.00**

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(#28) Ride Like the Wind
Five different great off-road adventures: Follow Stephane Peterhansel as he wins some of the great motorcycle rally races worldwide, and join Yamaha's "Spirit of Adventure" riders on tours through Australia, Baja, and Utah. 93 minutes from Duke Video USA. **$34.95**

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
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(#96) 1993 Pharaohs Rally
Follow the great names in motorcycle and auto rally racing as they traverse the desert sands of Egypt. 52 minutes from Frog Specialties. **$24.95**

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Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from After Images Video. **$34.95**

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Join the legends of motorcycle sport on the classic 18th annual invitation-only Colorado 500 trail ride. Features 5 days and 500 miles of the best trail riding in America. 90 minutes from L&M Productions. **$29.95**

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Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

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(#60A) MX-Posed: Volume #1/2
Talk to Rick Johnson, listen to Damon Bradshaw, see Steve Lamson, learn Suspension Set-Up, experience Motocross Action. 47 minutes from MX-Posed Video. **$24.95**

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The amazing saga of America's most infamous MX racing star. From his humble beginnings to his magnificent racing career, this show will take you on an emotional roller coaster. 45 minutes from Motovideo. **$34.95**

CRASHES

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Skate/thrash-rock attitude meets freestyle big air MX altitude in this video featuring top racers and fresh parolees from the mental institution. Not for the faint-hearted or politically correct (we're not kidding). Produced by Fleshwound Films. 30 minutes from Platypus Worldwide. **$29.95**

(#29) The Ultimate Ride
Rider/driver eye views of a wide variety of action and high-risk sports: flying, bobsledding, TT racing on the Isle of Man, rally driving, free-fall parachuting, driving a Lamborghini Diablo, diesel truck racing, karting, hang gliding, power boating, trials riding, skiing, bungee jumping, rollercoasting, and motorcycle GP racing. Features hi-fi sound with "surround sound" effects. 62 minutes from Duke Video USA. **$29.95**

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Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$24.95**

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(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

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MOVIES

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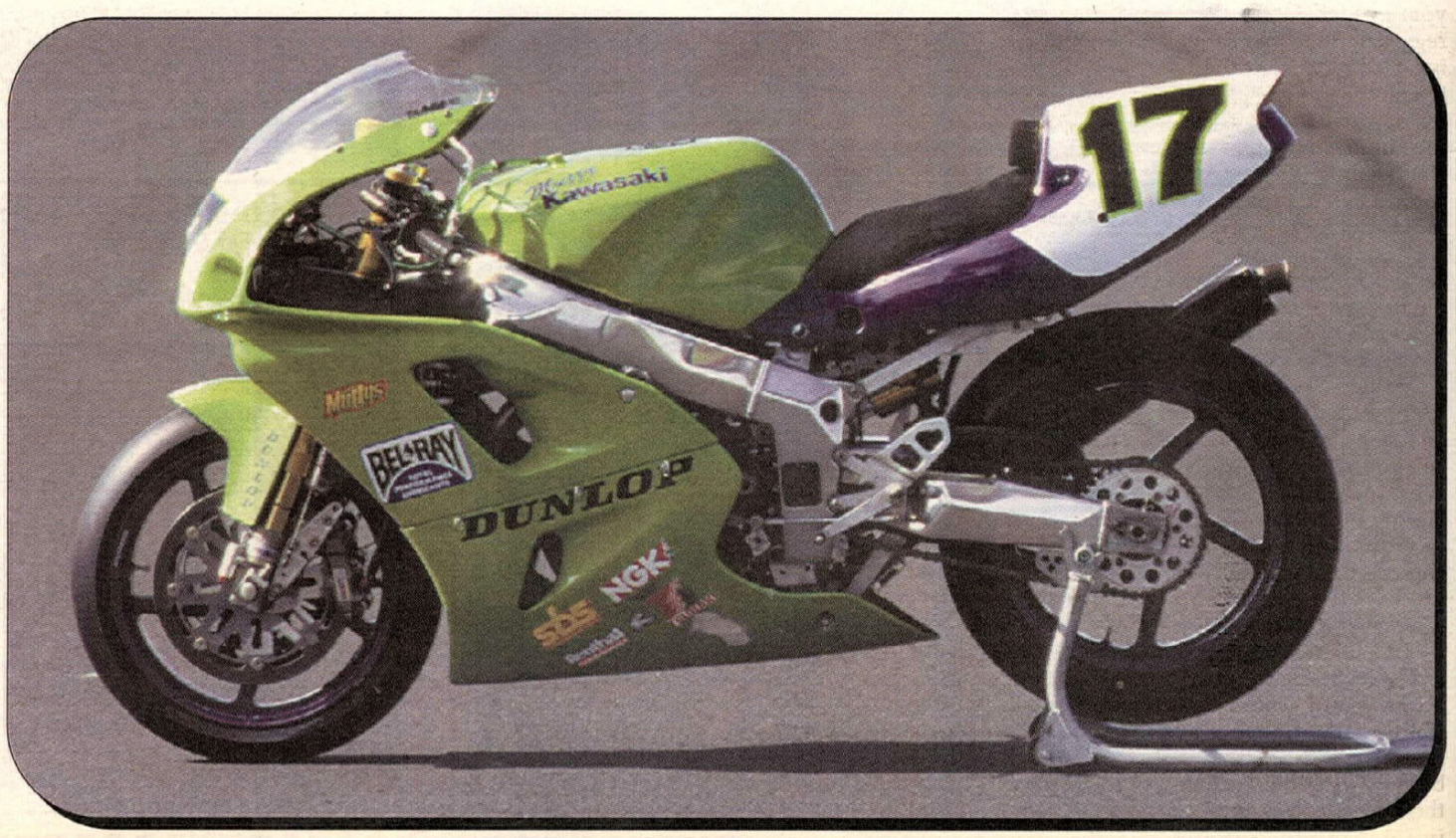
Anthony Gobert's Muzzy Kawasaki ZXR750

Training wheels

By Alan Cathcart
Photos by Kel Edge

Life's a roller coaster. After coming so close to retaining their World Superbike title in 1994, Rob Muzzy's Kawasaki team looked set to do the whole job in '95 after the season kicked into action with the preseries warmup on the Daytona bankings - well, if that's what you can call a 200-mile race run on an engine-breaking speed-bowl! In spite of giving his rivals a head start by stepping off his ZXR750 right in front of them all on the second lap, Scott Russell amazingly completed a hat-trick of Daytona 200 victories by remounting and chasing them down - and without nearly as much help from the pace car as some of his European foes later contended. Kawasaki was looking good for another world title.

Yet, just as amazingly, only two months later at Hockenheim (Europe's equivalent of Daytona but without the bankings) the newly built '95 Muzzy Kawasakis were completely outpaced. Though Jochen Schmid on the Kurt Stuckl-tuned Kawasaki Germany ZXR repeatedly blitzed all the other factory opposition in a straight line, the Muzzy bikes were obviously struggling. A new 2-1-2 twin-silencer exhaust supposed to



provide an extra two horsepower at the top end, while at the same time resolving the team's problems in passing the noise test, proved not to deliver on the track what it had promised on the dyno.

They didn't have much better luck in the next round at Misano, where this time it was John Reynolds on the private Reve Kawasaki who embarrassed the Team Muzzy riders, mounted on bikes that were visibly struggling for speed. Worse still was in store at Donington, where works engines built in Japan by Kawasaki "might have had a tough time winning the 600 Supersport race," according to a caustic Scott Russell. They were grenades - with short fuses. When word leaked out that Russell was jumping ship to 500cc Grand Prix racing with the Lucky Strike Suzuki team, you had to sympathize with him. In three short months, Mr. Daytona had gone from title contender to making up the numbers, in the class he'd once dominated, on the bike that had made him a World Champion. How the mighty had fallen...

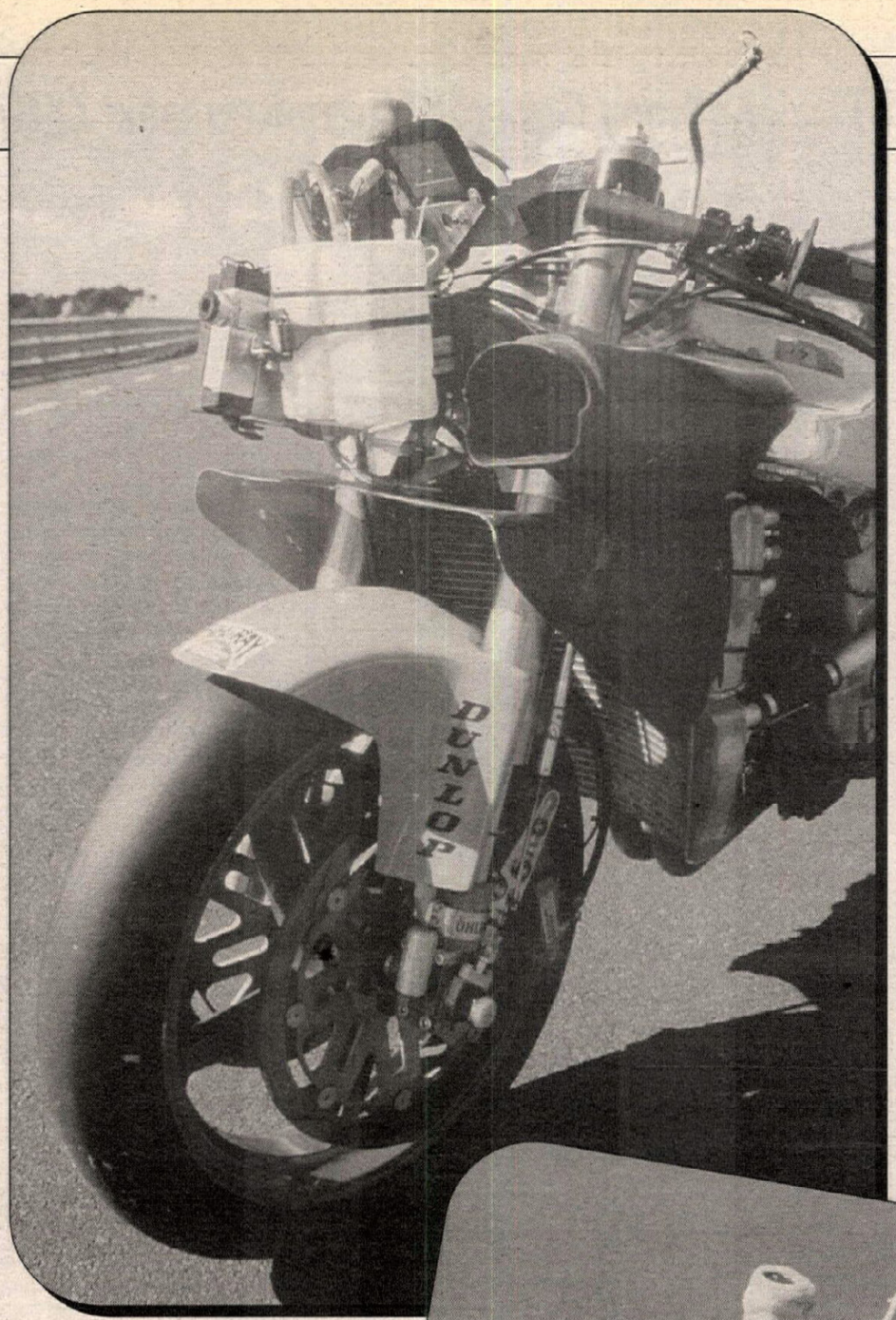
That was plumb bottom for the Muzzy team's '95 fortunes; things could only get better. And they did, after the team took a few steps to re-establish their footing. First, they decided not to replace Russell, but to concentrate all their efforts on just one rider. Second, that man was Australian rookie Anthony Gobert, who had hitherto almost been overlooked by the team in their efforts to set Russell on a title-winning course. Surprisingly, Gobert had done no preseason testing with his new team. His only mileage on a Kawasaki since winning the last World Superbike race of '94 in Australia (within a week of sitting on one for the first time) had been the Dunlop tire tests at Daytona, and the Daytona 200 itself (in which he crashed). Not much preparation for his first season in World Superbike! And third, while factory development had stalled on the ZXR750 in its wind-down year in 71 x 47.3mm long-stroke form, work now restarted to regain competitiveness. "We had a new engine for Monza, and were back in the hunt," said Rob Muzzy looking back on the season. And so they were.

Gobert now showed his true mettle, and with the patient attention of Muzzy team manager Steve Johnson now focused 100 percent on smoothing his young rider's steep learning curve with regard to machine setup and interpreting feedback from the team's on-board telemetry system, the Aussie kid's raw talent started to flourish. After leading a race for the first time at Monza, he made Kawasaki's '95 rostrum debut with a second and a third in Austria, then went one better in the next round at Laguna Seca by winning one race and finishing second in the other. Kawasaki was back on top again - and Gobert had joined the World Superbike elite as a regular contender for a place in victory lane.

To sign the season off with a flourish, he repeated his '94 success at Phillip Island by winning the final race of the season, and so finished fourth in the World Championship in his debut year. He might have won the other race that day too, but for an incorrect rear tire choice - it shredded under the demands of his dramatic and spectacular motocross-derived riding style.

"It's interesting to note that the tracks I've won at are the only tracks I've tested at," said Gobert after winning at Phillip Island. Just as well that he did test there from my point of view, because after being rained out at Assen the day after the race, the Muzzy team invited me to ride his bike at their Phillip Island session the week before the final round - the same track I'd sampled Scott Russell's bike on exactly a year before. On a windy day, Gobert did me proud when warming up the ZXR by breaking Fogarty's year-old lap record - on race tires, no less. One new rear Dunlop qualifier later, and the Muzzy bike was ready - complete with the remains of the full tank of gas Anthony had set his amazing time on. The Go-Show had gone good. Now it was my turn at, er, a slightly reduced pace.

Considerably reduced pace to begin with, in fact, because Anthony's chosen setup takes a lot of getting used to, even if, says Steve Johnson, it is a lot like Scott Russell's was. Basically, Gobert has the bike set up very loose, like a 180-mph motocrosser, with wide-spread bars, hardly any steering damper, a soft front suspension and a stiff rear. Since he rides the bike on the back wheel all the time, this makes sense. But it also means you can't carry as much corner speed as you might otherwise, because if you try to go too fast the front wheel starts to chatter. Instead, you have to brake very hard and deep into the apex - especially on a slower turn like Siberia or the downhill-entry MG corner at Phillip Island - then turn the bike on the back wheel with a lot of brake and some opposite lock, before firing it up out of the turn with a big handful of gas. Easier said than done!



It's a mark of how radical his riding style is by Superbike standards that it wasn't until Gobert found a setting he could work with that he started to get on the pace. That was at Monza. Having found the right combination, he stuck with it. "We didn't make a single suspension change for five races, from Monza to Brands Hatch," says Johnson. "And that included two rostrum finishes in Austria and winning at Laguna Seca. Anthony has so much natural talent that once he gets a setting he's comfortable with, he can ride the bike round any minor problems. Mind you, it shows the bike is pretty good, too!"

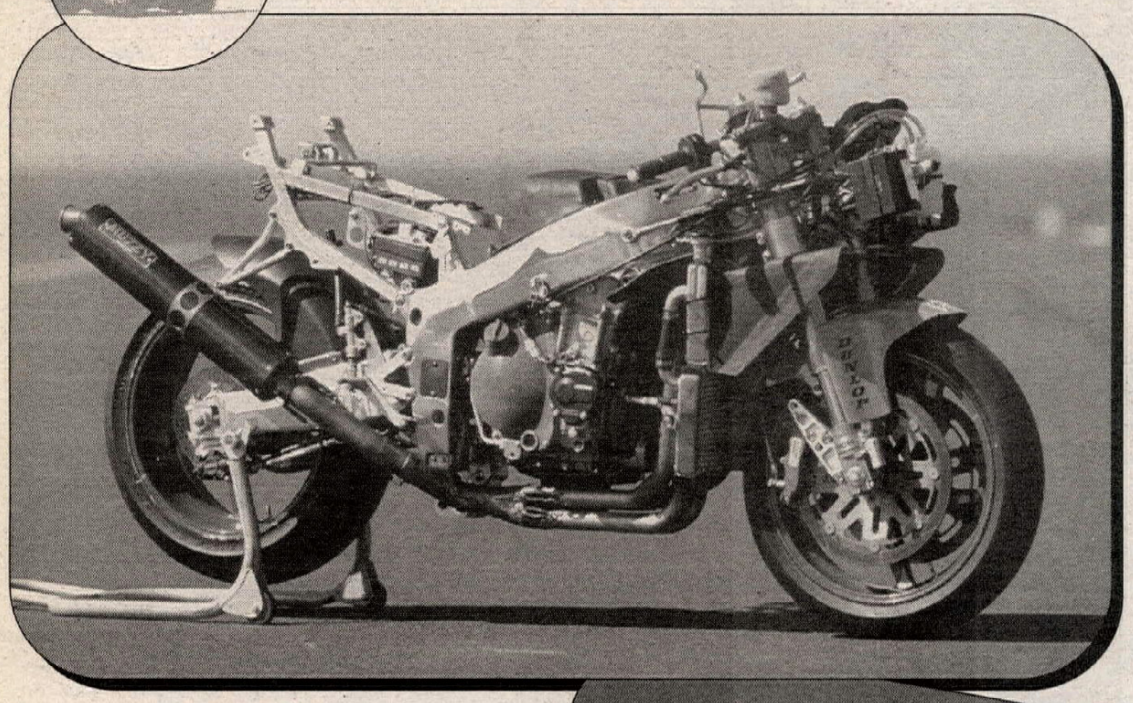
The soft front suspension allows the 46mm Ohlins forks to compress under the heavy braking provided by the big 320mm AP discs and their six-pot calipers - chosen in back-to-back tests before this season, says Johnson, because of their similarity in performance to the banned-for-'95 carbon brakes. They don't have much initial bite, but they come on very strong the harder you squeeze, just like the black brakes do/did, with a kind of self-servo effect that gives outstanding stopping power. The only cost of this immense reserve of outright power is the loss of initial sensitivity at light lever pressures.

The front-end dive you get as a result of soft fork settings and super-strong brakes stands the bike on its nose and steepens the steering geometry to make turn-in easier - even if you don't kick the back wheel around by stomping on the rear brake like Anthony does. It also means that you don't hang off the bike very far - not that it's easy to do so, anyway: Gobert uses a thick pad on the back of the seat to wedge himself in position and shove as much of his body weight as possible forward onto the front wheel with those wide-spread handlebars. Like Russell, he sits on the bike and leans it over rather than hang-

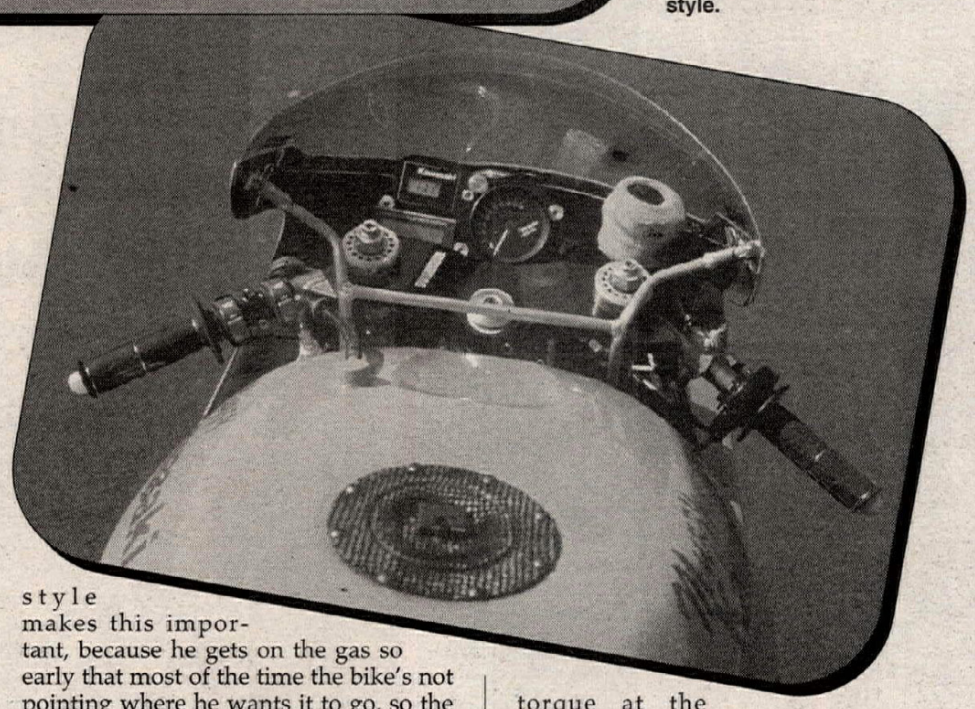
(Left) Gobert prefers the 46mm Ohlins inverted forks set up very soft so they compress under his heavy-braking riding style - a process aided by superstrong AP cast-iron discs.

(Left) Considerable development time was spent on smoothing the power delivery from the in-line four, including the fitment of a gear camshaft drive. Under the huge airbox resides a bank of four 39mm Keihin flat-slide carbs.

Anthony Gobert's Muzzy Kawasaki ZXR750



(Left) This year's frame was less stiff than the one used in mid-'94, making the bike more forgiving to ride. To help with traction on corner exit, a low rear ride height was used.
(Below) The Go-Show starts here. Wide bars are an important element of Gobert's radical motocross-derived riding style.



ing off it, so just as when I rode Scott's ZXR, I found the best way to make the Kawasaki change direction with this distinctive setup was to push on the footpegs and use your inside leg to force it to alter a line, rather than hang off it and muscle it around with your upper body like on a more conventional race setup.

It's an acquired skill that you don't learn in the space of 20 or so laps, but apart from making him very hard to pass on the way into a turn (since he forces others to wash off their corner speed when he gets in their way) the setup suits Anthony's ultracommitted and very spectacular dirt-derived style perfectly - a style which would have been ideally adapted to 500cc GP racing in the pre-Big Bang era of lightning-quick power delivery, and still may be even today. We'll see before long, I'm sure!

The flipside of this MX-based road race setup is that the bike feels very balanced and, well, normal to sit on and ride. Just like a road bike, really. Rear ride height is quite low, for two good reasons: One, it makes it more stable under the fierce braking that's all part of the Go-Show - any higher would increase the weight transfer and steepen the head angle even more under that heavy braking, threatening instability on corner entry and risking the front wheel tucking under. Two, it improves traction out of the turn under the brutal acceleration that's another part of the Gobert riding package.

As his shredded rear tire in the first race at Phillip Island showed, Gobert gets on the gas harder and earlier than any of his rivals - another component of his motocross riding style, which made the hiccups in Dunlop tire development in the wake of the Kobe earthquake another factor in the disappointing first half to the season. Anthony is quite happy power-steering with the back wheel when he gets hard on the gas, and it seems the Kawasaki chassis - now more responsive and less stiff than in mid-'94 when the team went in the wrong direction with development - is well suited to this, as Gobert's colleague on the Bertocchi Kawasaki, Italian Piergiorgio Bontempi, showed time and again with his power-laid darkies this season.

"The bikes were really the same as we had in '94," says Johnson, "except we did a lot of work on making the power delivery a little smoother and the powerband broader, working with different cam combinations and such-like to get the power to the ground better. Anthony's motocross-sourced riding style makes this important, because he gets on the gas so early that most of the time the bike's not pointing where he wants it to go, so the power has got to be controllable, and it's critical that it accelerates cleanly and crisply."

Though Johnson refused to confirm it, there's no doubt that part of this development included fitting a gear drivetrain to the twin overhead camshafts to replace the side-mounted cam chain. To be sure of this, you only have to compare the sound of the engine of the Muzzy bike when they fire it up in pit lane to a normal ZXR like Jochen Schmid's in the next garage. The extra mechanical whine from the gears is obvious. Just check out the parts list for the new '96 Kawasaki ZX7R race kit, and there you'll find an alternative crankshaft for the gear-drive conversion. "I'm almost sure Russell had a gear engine at Sugo in '94," says the manager of another team, speculating that the reason for the conversion was the same as when Honda made the switch on their V4s - crisper response from the engine and more accurate valve timing.

Though Rob Muzzy is reputed to have tried another smart trick in U.S. Superbike racing, in the form of electronically adjustable variable-length carb trumpets like Honda employs on the works RC45s and both Ducati and Yamaha have experimented with in the past, there's no confirmation of that being fitted to Gobert's bike. However, such a device (now commonplace in Formula One car racing) would allow a high-revving engine like the ZXR750 - or the latest version of the works RC45, which revs just as high as the 14,700-rpm Kawasaki - to deliver improved torque at the lower end of the powerband, when the carb stack would extend for optimum velocity. This without sacrificing top-end power at high rpm, when they would fully contract. Sorry, can't find any mention of this one in the ZX7R kit parts list, though!

You can't help but notice when you ride the Muzzy bike how definitely quicker the engine accelerates than before. It spins up really fast, perhaps a function of that gear camshaft drive which is apparently reserved for the factory's top World Superbike rider and their Japanese works team. Other riders confirm that Gobert's bike is now a missile out of turns. This perhaps because his "fire-it-up" riding style is so well suited to the bike, although the '95 bike doesn't have any top-speed advantage over the other bikes, unlike a year ago. Mind you, it was fast enough for me.

Rounding the last turn at Phillip Island flat out in fourth gear, with the loose chassis setup flapping the front wheel as you hit the bump on the exit, is an undeniable thrill - especially when you click into fifth with the sweet-action speed shifter at over 125 mph, and top at 155-plus, with the bars waving in your hands yet everything strangely controllable. It's hard work holding on, even harder to make the bike straighten up and fly right - yet after a few laps of doing this you realize that's the way the bike was born to behave, in Go-Show go-mode, at least. I can see now how stiffening the chassis too much as the team did in '94 would be a recipe for disaster with this kind of setup, because the bike needs to be able to move around to sort itself out. It's a fundamentally forgiving chassis design that you must trust not to get the better of you - and that's a big act of faith to make in 20 laps at those speeds.

Yet out of a slow turn like Siberia, Honda or MG, the Kawasaki pulls really cleanly from 8000 rpm upward. It hasn't got the fierce transition into the powerband it used to have, but from 11,000 rpm it really pulls hard and picks up revs very fast indeed till before you know it you're taching over 14,000 and it's time to think about shifting gears. Though the speed shifter works well and isn't oversensitive as on the Ducati, I ended up turning it off by means of the right of the two switches on the left clip-on. Why? When I started to slide the back wheel I found I was hitting the lever with my boot as I leaned on the footpeg to control the slide - so when the engine chimed in again after cutting out, the bike slid even more. Anthony had to ride this bike in the race next week, after all...

Once straightened up out of Siberia, I got a vivid message about how powerful this engine is. With the stiff rear suspension to stop the back end bottoming out, you get great power wheelies in the bottom three gears: fun, fun, fun.

But a week later, after winning its final race, this fast, fearsome, four-stroke factory racer was headed for the Muzzy museum - pensioned off, its working career over. Some vintage racer. The Muzzy Kawasaki team won the first big Superbike race of 1995, and the last. What happened in between is the stuff they write Hollywood screenplays about. But the bottom line is that in 1995, Anthony Gobert grew up from being a promising kid to a man his rivals must respect - and this was the bike that helped him do that. In 1996, with its new short-stroke successor, the bets must be strong that the Go-Show will go all the way to the top of the table in World Superbike racing. CN

Kawasaki ZXR750

Specifications

Engine ..... Liquid-cooled, DOHC, in-line four-cylinder four-stroke with four valves per cylinder and offset gear camshaft drive
Bore x stroke ..... 71 x 47.3mm
Capacity 749cc
Output .... Over 155 bhp at 14,000 rpm (at gearbox)
Compression ratio 13.5:1
Carburetion .. (4) 39mm Keihin flat-slide
Ignition ..... Digital programmable electronic CDI
Gearbox 6-speed
Clutch ..... Multiplate wet
Chassis ..... Aluminum twin-spar
Suspension
Front ..... 46mm Ohlins inverted telescopic forks
Rear .... Fabricated aluminum swingarm with adjustable pivot, rising-rate linkage and single Ohlins shock
Rake/trail ..... 24.5°/100mm
Wheelbase ..... 54.8 in.
Weight .. 360.8 lbs. with oil/water no fuel
Weight distribution, f/r 54/46%
Brakes
Front ..... 320mm AP cast-iron discs with six-piston AP calipers
Rear ..... 200mm Nissin steel disc with two-piston Nissin caliper
Wheels/tires
Front ..... 130/70-17 Dunlop radial on 3.50-in. Marchesini wheel
Rear ..... 190/55-17 Dunlop radial on 6.25-in. Marchesini wheel
Top speed ..... 183 mph (Salzburgring)
Year of manufacture 1995
Owner ..... Team Muzzy Kawasaki, Bend, Oregon.

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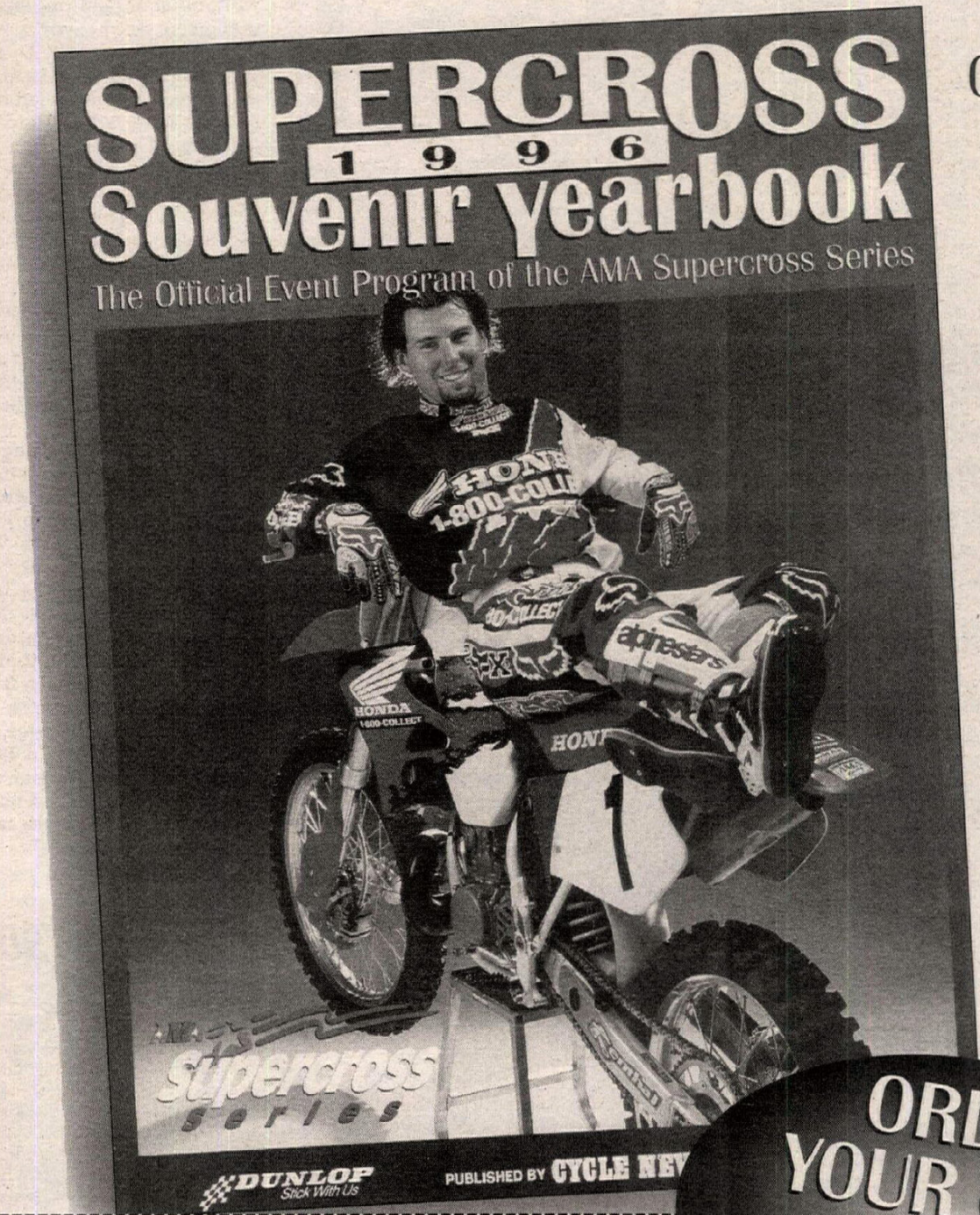

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Dowd, Lawrence cash in

Privateer Phil Lawrence (left and below) pulled off a surprise win at the GFI Invitational Supercross at Perris Raceway. For winning the 250cc Pro class, Lawrence took home over $2000 in cash.

By Tony Alessi
Photos by Donn Maeda and Alessi

PERRIS, CA, DEC. 30

It was a day of surprises and big pay-offs at Perris Raceway for the annual GFI Invitational Supercross, as privateer Phil Lawrence and Team Yamaha's John Dowd scored big wins in the 250 and 125cc Pro Supercross classes.

For Lawrence it was a privateer's dream come true after he spanked the factory efforts of Kawasaki's Damon Huffman and Yamaha's Damon Bradshaw and held of a last-lap charge by Honda of Troy's Mike Craig for one of the sweetest victories of his career.

Dowd, on the other hand, surprised the masses somewhat by erasing doubt as to whether or not he'd be competitive as a 30-year-old in the 125cc class by posting an undisputed win.

This year event promoter Goat Breker took the initiative to institute a new supercross format very similar to that used in NASCAR's truck program. The new format would stop the racers for five minutes at the halfway point of the 14-lap race. During the break, riders would be able to catch their breaths, take a drink, or make mechanical repairs. On the restart, the racers would line up in single file in their previous positions and would continue racing. The idea behind this new format was to keep the riders as bunched up as possible, thus providing a better show for the spectators. The riders gave the new format mixed reviews but the spectators seemed to find the racing more entertaining.

All eyes were focused on Huffman and Bradshaw for the start of the 250cc Pro feature, but when the gate dropped, privateers Lawrence and Donald Upton headed the field as the pack rounded the first turn. Both Huffman and Bradshaw were buried deep in the pack, completing the first lap in seventh and 12th places, respectively. Huffman suddenly began slowing. "I came in a little too hot and the track was watered, and I thought I was going to crash," Huffman said. "Then I did a big swapper and I knocked the wind out of myself on the crossbar pad, and I couldn't do nothing for like a lap."

While Huffman was recovering Bradshaw was charging with a "new fire" that resembled the Bradshaw of old.

"I think his desire to win is back," said Yamaha team member Mike Guerra. "It looks like's having fun with it again, but the whole key to Damon is desire, and he is showing more of that now. Damon's about 75 percent recovered from his shoulder injury, but he will make up for it with his desire to win. I think he'll surprise a few people."

Bradshaw did not disappoint and fought his way into the top three shortly after his teammate Doug Dubach did a header after a big double jump.

Bradshaw kept the heat on reigning East Coast 125cc Supercross Champion Mickael Pichon for the next two laps and pressured him to make a mistake when he went over the top of a berm. "I jumped too far over the jump and I couldn't take the turn," Pichon said. "I'm a little tired because I just arrived from France."

Meanwhile, Bradshaw moved into second only to be surprised by Craig, who forced his way into second place just before reaching the halfway point.

When the riders pulled into the holding area for the five minute pause, the order was Lawrence, Craig, Bradshaw, Pichon and Huffman.

The restart was good for Huffman, who was now only a short distance behind the leaders in fifth. Huffman dogged Pichon for two laps before he made his move, then set after Bradshaw. Huffman closed the distance on Bradshaw, and the two factory pilots battled for third. Huffman tried on three occasions to pass Bradshaw, but with each attempt Bradshaw answered back and held on. About the same time Craig was pressuring Lawrence for the lead, but "Factory Phil" held his lines.

With one lap remaining, the battle for the lead became a four-rider battle involving Lawrence, Craig, Bradshaw and Huffman.

All eyes watched in anticipation as each of the four stepped up to the plate and made their individual bid for the lead, but in the end Lawrence would hold on for the victory followed by Craig, Bradshaw, Huffman and Pichon. "I've been riding real well lately," Lawrence said. "I wanted to come out here and win today. All week long I didn't think anything but win. I didn't care who was going to be out here. I wanted to win real bad."

While most racers, including Lawrence, start their motocross careers in the 125cc class and wind up in the 250cc ranks, Yamaha pilot John Dowd has accomplished the opposite. "I don't think that I'm at any disadvantage riding the 125cc class this year," he said, "but it's kind of a new thing for me. I'm kind of excited about it. I think I'm going to use that to my advantage."

Pro Circuit-backed David Pingree led the first seven laps of the race but was somewhat disappointed when the race was stopped after the first seven laps. "I don't like the new format so much right now," Pingree said. "That's because I had a big lead, so that's kind of a disadvantage for me."

Pingree led the restart but tangled with Yamaha's Kevin Windham. "I got a good drive through the whoops and I went inside of Kevin. Then he cut in and tried to take off and get by me, and we just hit. He flew off one side and I got squirrelly and went right off the side of the track. It (the get-together) put a hole in my pipe, but that's racing."

That opened the door for Dowd, who gladly excepted the lead. From the sidelines, former supercross champion Bob Hannah gave Dowd the signal to push 100 percent, and Dowd followed the order to the letter and pulled away for the eventual win. Pingree regrouped for second, while Chad Pederson, Casey Johnson and Honda support rider Robbie Reynard, who started the race in 27th place, rounded the top five.

In only his third pro race, Casey

(Top) Yamaha factory rider John Dowd got his season off to a profitable start by winning the 125cc Pro class. (Left) Honda of Troy's Mike Craig was a front-runner in the 250cc class, finishing second to Lawrence. (Bottom) David Pingree (29) leads Kevin Windham (38), Dowd (7) and the rest of the 125cc pack. Pingree finished second.

SUPERCROSS
GFI Invitational Supercross

Perris Raceway

(Left) Team Yamaha's Damon Bradshaw (28) chases 125cc East Coast Supercross Champion Mickael Pichon in the 250cc race. Bradshaw came from behind to finish third. (Below) Damon Huffman rode his new Kawasaki mount to fourth place in the 250cc class.

(Left) Team Honda/Primal Impulse/Fox's Robbie Reynard made up for a 27th-place start to finish fifth in the 125cc class.

Lytle finished eighth just a short distance behind sixth-place finisher Michael Brandes and seventh place Kevin Windham. **CN**

Perris Raceway
Perris, California
Results: December 30, 1995

50 FT (4-6): 1. Brian Stamback (KTM); 2. Cameron Gagnon (Yam); 3. Kevin Thompson (LEM); 4. Wesley Smith (KTM); 5. Bryan Hatchitt (Yam).

50 FT (7-8): 1. Bradley Hatchitt (KTM); 2. Nolan Wong (Yam).

50 STK BEG (4-6): 1. Cole Seely (KTM); 2. John McCarthy (Yam); 3. Mike Meade (LEM); 4. Michael Perry (KTM).

50 STK BEG (7-8): 1. Kyle Stamback (KTM); 2. Travis Kinkade (KTM).

MOD BEG (7-8): 1. Cory Ayers (LEM).

OPEN (0-8): 1. John McCarthy (LEM).

50 (4-6) STK: 1. Bryce Terzian (KTM); 2. John McCarthy (LEM); 3. Warren Davis (KTM); 4. Chase Takacs (KTM); 5. Cole Seely (KTM).

50 (7-8) STK: 1. Mike Alessi (KTM); 2. J.J. Noom (KTM)); 3. Michael Parker (KTM); 4. Sean Borkenhagen (KTM); 5. David Hough (LEM).

60 FT: 1. Bryan Tokunuga (Kaw); 2. Jeremy Middlelen (Kaw); 3. Sean Borkenagen (Kaw); 4. Weston Peick (Kaw); 5. Scott Stamback (Kaw).

60 BEG: 1. Dane Jackson (Kaw); 2. Jeff Alessi (Kaw); 3. Michael Bierchied (Kaw); 4. Mark Atkins (Kaw); 5. Justin Yoost (Kaw).

60 NOV: 1. Daniel Sani (Kaw); 2. Chris Blose (Kaw); 3. Donald Chollar (Kaw); 4. Sean Shelton (Kaw); 5. Zac Wray (Kaw).

60 INT: 1. Matthew Burrs (Kaw); 2. Carlos Gonzalez (Kaw); 3. Jason Medina (Kaw); 4. Mike Alessi (Kaw); 5. Robby Woods (Kaw).

80 FT: 1. Pryce Ocley (Yam); 2. Matt Dymond (Suz); 3. Chad Arrula (Hon); 4. Trevor Baker (Yam); 5. Jeff Loop (Suz).

80 BEG: 1. Geoff Robinson (Suz); 2. Cody Randall (Yam); 3. Ty Morrow (Hon); 4. Joshua Brown (Yam); 5. David Andreiko (Hon).

80 NOV: 1. Michael Blose (Hon); 2. Billy Laninovich (Yam); 3. Nick Alvarez (Hon); 4. J.J. Bonanno (Yam); 5. Kevin Roberts (Hon).

80 INT: 1. Dylan Lord (Hon); 2. Michael Diloreto (Yam); 3. Nick Beaver (Suz); 4. Adam Burris (Suz); 5. Chris Rogers (Suz).

80 OPEN/EX: 1. Danny Carlson (Hon); 2. Sean Hamblin (Yam); 3. Dustin Ryley (Yam); 4. Shane Bess (Suz); 5. Brandon Morgan (Yam).

80 S/MINI: 1. Billy Payne (Kaw); 2. Danny Carlson (Hon); 3. Jonathan Shimp (Hon); 4. Sean Hamblin (Yam); 5. Brandon Morgan (Yam).

125 BEG D-1: 1. Jeremiah Puvogel (Suz); 2. Justin Scott (Hon); 3. Chad Neal (Hon); 4. Brandon Conrad (Yam); 5. Erik Rogers (Suz).

125 BEG D-2: 1. Bob Arens (Suz); 2. Robert Morgan (Kaw); 3. Jeff Taylor (Suz); 4. Caleb Hawkins (Yam); 5. Matt Carpenter (Suz).

125 NOV D-1: 1. Casey Gould (Hon); 2. Neil Alonzo (Kaw); 3. Mike Gibson (Hon); 4. Mike Todd (Yam); 5. Bryan Jaramillo (Hon).

125 NOV D-2: 1. Lance White (Kaw); 2. Irwin Ardiansyah (Yam); 3. Brian Morgan (Yam); 4. Juan Posada (Yam); 5. David Pedrow (Suz).

125 INT D-1: 1. Jiri Dostal (Suz); 2. Tommy Harrison (Suz); 3. Danny Montoya (Suz); 4. David Hughes (Suz); 5. David Ramsey (Suz).

125 INT D-2: 1. Doug Parsons (Suz); 2. Josh Warner (Yam); 3. Josh Burges (Yam); 4. Mike Davis (Suz); 5. Oscar Valdez.

125 PRO: 1. Donald Upton (Hon); 2. Ty Kady (Suz); 3. Mike Chamberlain (Yam); 4. Ryan Clark (Suz); 5. Marlo Painter (Hon).

250 BEG: 1. Aaron Ridill (Kaw); 2. David Sisneros (Yam); 3. Daniel Girtan (Yam); 4. Adam Lafarce (Suz).

250 NOV: 1. Tim Olson (Suz); 2. Ismo Vehkonen (Yam); 3. Glenn Aguilar (Yam); 4. Victor Sheldon (Kaw); 5. Gary Thompson (Hon).

250 INT: 1. Jerry Aleman (Yam); 2. Ron Gilbert (Kaw); 3. George Hammel (Yam); 4. David Hughes (Suz); 5. Chad Bruce (Kaw).

250 PRO: 1. Donald Upton (Hon); 2. Micky Dymond (Kaw); 3. Mike Chamberlain (Yam); 4. Yusaku Kubota (Yam); 5. Mat Bateman (Yam).

500 BEG: 1. Steve Garrison (Yam); 2. Erin Hartigan (Yam).

500 NOV: 1. Steven Wingard (Hon).

25+ BEG: 1. Johnny Piper (Suz); 2. Darin Pierce (Kaw); 3. Jay Clark (Kaw); 4. Chuck Willetts (Yam); 5. Jason Chism (Suz).

25+ NOV: 1. Greg Pierce (Yam); 2. Jay Pavlovec (Yam); 3. Jamie Young (Yam); 4. Glenn Cunningham (Hon); 5. Matt Parsons (Yam).

25+ INT: 1. Kevin Allman (Yam); 2. Kelly Pichel (Kaw); 3. Randy Danylo (Suz); 4. John Griffin (Yam); 5. Joe Merriam (Hon).

25+ EX: 1. Ron Gilbert (Kaw); 2. Jeff Fine (Yam); 3. Craig Canoy (Yam); 4. Willy Musgrave (Hon); 5. Kenny Clifton (Hon).

30+ BEG: 1. T.C. Brinegar (Hon); 2. Johnny Piper (Suz); 3. Jeff Stapleton (Yam); 4. David Kohorska (Hon); 5. Richard Young (Yam).

30+ NOV: 1. Jim Kuntz (Yam); 2. Jamie Young (Yam); 3. Jay Pavlovec (Yam); 4. Jeff Eary (Yam); 5. Rob Healy (Hon).

30+ INT: 1. Kevin Allman (Yam); 2. Randy Danylo (Suz); 3. Joe Merriam (Hon); 4. Steve Piattoni (Suz); 5. Pat Vernola (Kaw).

30+ PRO: 1. Willy Musgrave (Hon); 2. Mark Horton (Yam).

35+ NOV: 1. Matt Nelson (Hon); 2. Rob Hely (Hon); 3. Steve Laninovich (Hon); 4. Brad Oxley (Kaw); 5. Jeff Gianni (Suz).

35+ EX: 1. Randy Skinner (Suz); 2. Daniel Scharf (Kaw); 3. Alan Olson (Suz); 4. Og Ogelby (Hon); 4. Rich Eirestedt (Yam).

35+ EX: 1. Lou Saul (Hon).

40+ NOV: 1. Greg Green (Hon); 2. Greg McCarthy (Hon); 3. Bill Bacon (Suz); 4. Chuck Weedon (Kaw); 5. Larry Lee (Yam).

40+ INT: 1. Pryor Campbell (Yam); 2. Dave Jacobus (Hon); 3. Danny Smith (Hon); 4. Frank Steiner (Suz); 5. W.G. Wilson (Suz).

40+ EX: 1. Rich Eirestedt (Kaw); 2. Alan Olson (Hon); 3. Carlbad Gazafy (Hon); 4. Tom White (Kaw); 5. Bob Rutten (Hon).

50+ NOV: 1. Pete Stanton (Yam); 2. Phil Black (Hon).

50+ EX: 1. Dennis Middleton (Hon); 2. Bill Carry (Yam).

4-STRK INT: 1. Bob Rutten (Hon); 2. Ron Lawson (Hon).

4-STRK PRO: 1. Mike Young (Hus).

WMN: 1. Kristy Shealy (Kaw); 2. Dee Wood (Kaw); 3. Mercedes Gonzalez (Kaw); 4. Shelly Kann (Yam); 5. Bonnie Warch (Suz).

125 SUPERCROSS PRO: 1. John Dowd (Yam); 2. David Pingree (Kaw): 3. Chad Pederson (Kaw); 4. Casey Johnson (Kaw); 5. Robbie Reynard (Hon); 6. Kevin Windham (Yam); 7. Michael Brandes (Suz); 8. Casey Lytle (Hon); 9. Kim Ashkenazi (Suz); 10. Steve Andrich (Suz).

250 SUPERCROSS PRO: 1. Phil Lawrence (Kaw); 2. Mike Craig (Hon); 3. Damon Bradshaw (Yam); 4. Damon Huffman (Kaw); 5. Mickael Pichon (Kaw); 6. Doug Dubach (Yam); 7. Masanoki Enomoto (Kaw); 8. Donald Upton (Hon); 9. Heath Voss (Hon); 10. Mike Chamberlain (Yam).

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Talking supercross

By Davey Coombs

Roy Janson, the former AMA race director, now the Director of Supercross Operations for SRO Motorsports and PACE Supersports, the promoting group for the AMA Supercross Series, has been in the business of motocross and supercross since 1964. More than once, Janson has found himself in the middle of controversy and on the receiving end of many pointing fingers. But through it all, Janson has endured the scrutiny and continues his endeavor to make the sport of supercross the best it can be.

Recently, we caught up to Janson and chatted with him about supercross and the upcoming season which gets under way in a few days.

Why don't you start out by telling us about the changes on the 1996 Supercross schedule.

There are a few new events and some other changes. One of the most exciting is the move to Charlotte Motor Speedway for that round of the series. Charlotte Motor Speedway is recognized as one of the premiere racing facilities in the world. To run a supercross on their front lawn by the grandstands similar to the Daytona event will be a huge boost, and so will the tie-in to an important NASCAR facility. It will help draw attention to us with other sponsors as a top-line motorsports activity that is worthy of their sponsorship.

We are also planning on going into the new TransWorld Dome in St. Louis, the newest building to open up in the United States. We think that any time we can take supercross into these new and exciting buildings it's good for the sport. We've proved that by going into Minneapolis' Metrodome and the RCA Dome in Indianapolis. We try to update the venues as best as we can each year and take advantage of these new buildings opening up.

Does NASCAR have any involvement in the Charlotte event?

NASCAR is not, but the owners of Charlotte Motor Speedway will be our partners in that event. They bring to the equation a very highly respected promotion history. We think the combination of PACE/Supersports and the Speedway people is going to make for a really good event. We're going to be announcing a number of exciting things that will run in conjunction with that event to try to bring more spectators out, because we think that it's going to be a pretty exciting Saturday night.

There was a lot of pressure from the manufacturers and other interested parties in starting the series in Anaheim, California, rather than Orlando, Florida. Why didn't that change happen?

We weren't able to change it this year because we had commitments that came ahead of our desire to meet the expectations of the manufacturers. We have, though, been involved in discussions with the AMA where it is our intention to start the season at Anaheim if we can get the dates that we need to kick off the season there.

The conflict over scheduling has been an ongoing thing, hasn't it?

It has been a topic for several years and the difficulty relates to the number of events that are in Anaheim. There are three motorsports events that traditionally run there and trying to get the events in there while they (the stadium) tries to work in their soccer program makes things crowded at that time of year. We're doing the best that we can to come up with a schedule that is acceptable to everyone and still take supercross to the best facilities in the country.

Doesn't supercross have more juice than a soccer match that's going to have three or four thousand people at it?

Well, not necessarily. There's a lot of other aspects that go into the scheduling of events, like commitments and the local market. Supercross isn't even the biggest dirt event that runs at Anaheim Stadium. The monster truck show that SRO Motorsports promotes in Anaheim has had a stronger gate the past couple of years than supercross, so they've moved to the top in priority. It's our understanding that there will also be an off-road grand prix similar to the one that Mickey Thompson used to run there, so three dirt events trying to run the same month makes things crowded.

Let me ask you this: If you had twice as many spectators at the San Jose SX as you did in Cleveland last year, why would you elect to go back to Cleveland and not San Jose in 1996?

We're trying to get a geographical distribution of supercross so that we can bring events to all parts of the country. We still have not met our goal of getting supercross back in the Northeast for reasons that continue to exist and have prevented us from going back to the Meadowlands (New Jersey) or Foxboro (Massachusetts). We would like to place an event in the true Northeast of the U.S., but we haven't been able to achieve that. Cleveland is about as close as we can get. We have a strong interest in Syracuse (New York), and we've visited there a couple of times to meet with those folks. Maybe something will change in the future and we can cross over into New York state. We think that would be a strong supercross event.

What are some of the elements that make it hard to get into the Northeast? Is it the labor situation? Is it the window of opportunity because of the weather? The pro teams?

It's all those things and more. The weather keeps you out of the Northeast until late April or early May, but with the desire to try to shorten the supercross season in May rather than going into June as we traditionally have limits our opportunities to get Northeastern events. You also have the cost of producing the events because some facilities just make it impossible to take an event in there. But bringing an event to the Northeast region fans is at the top of our list.

Why is Las Vegas out as a supercross city?

Las Vegas has not been a particularly strong event in the past. We looked at Las Vegas but it simply didn't make the cut. We felt that the new buildings we had were of a higher priority than going back to Las Vegas.

Let's talk about that Las Vegas thing of last year. When the lights went out and then the top riders decided not to come to the gate last year, what were you thinking?

Our primary concern was about how the crowd would react. There were a lot of folks who had been sitting in the grandstands for a long period of time. We were concerned that if we were not able to complete the program that night that we might be faced with a difficult situation with unruly spectators who felt that they were being sent home without seeing a quality show. We also had commitments that prevented us from being able to reschedule the event the next day because the facility had been rented to Honda for the production of the latest Jeremy McGrath commercial. It was a very costly production for them and not something that could be easily rescheduled. They had TV trucks and light trucks and about 50 staff people that were there in various capacities. We didn't have the luxury of simply saying, "Folks, hold on to your tickets and come back tomorrow."

There's some kind of cruel irony there that Jeremy McGrath did ride at Las Vegas, but unfortunately it was on Sunday in an empty stadium.

(Laughs) Yes, it is. It's one of those things that, when you look back, it appears a bit more funny now than it did then, the fact that top Honda riders rode around on Sunday when no one else was out there.

Everyone has heard the theories and reasons why those guys didn't ride, that there were a lot of things wrong with supercross that needed fixed. What do you think some of those things might be?

I think that most of the difficulties that we had last year were the residual of the late start that we got. There were prolonged negotiations between the supercross producers and the AMA that dragged out a lot of the planning until just before the start of the season. The loss of MTEG midway through the year meant that we also had to pick up the pieces of that shattered program. We inherited the last two events (San Jose and Las Vegas) and that added to an already busy and somewhat difficult situation. Looking back, I don't think that the problems were as significant as they were identified to be at the time, and I think that we our on track to find solutions to the problems that were brought to our attention.

It seemed like everyone from the fans to the riders to the media were blaming the promoters for the sport's woes. Do you feel that they were wrong or were they right?

First of all, I don't think that the program is broken or that it needs a great deal of fixing. I don't know that focusing attention on the promoters who did everything that they said they would do is very fair. Promoters schedule events, they post a purse, and they contract with the AMA to come and run the races for them. The promoters ran all of the events that they said they would run and paid all of the purses that they said they would pay. Everything that was expected or required of the companies that produce AMA Supercross Series was done. I don't know that it's appropriate to lay blame on them for all of the problems.

One big problem was the lack of a points fund, but that's been rectified, hasn't it?

It was a big problem in '95 but all of the riders knew about that. I personally told all of the riders at Orlando that we had lost our sponsor from the previous year and that we now had a situation where we did not have a sponsored points fund to pay out. We're still trying to find someone to fill that role for the '96 series, but whether we find that sponsor or not we have made a commitment as the producers of the series to pay $100,000 ourselves so that there is a bit of light at the end of the tunnel for the riders.

We have also made a commitment to raise the purse money, and we have reinstated guest passes for participants. We are doing our best to try to keep up with the expectations of the riders.

How did the whole conflict between the promoters and the AMA get resolved? What was the clincher to get this thing going again?

I think the clincher was the recognition from all parties associated with supercross that if we were going to be successful in the very complicated field of modern motorsports, we had to have the strongest team we could have. I think that the combination of the expertise of the AMA in running and officiating events and the expertise of companies like SRO Motorsports and PACE Supersports in producing events makes for an awfully strong team. That was really what brought the whole thing back together. We needed to have a coordinated effort with everyone doing what they did best.

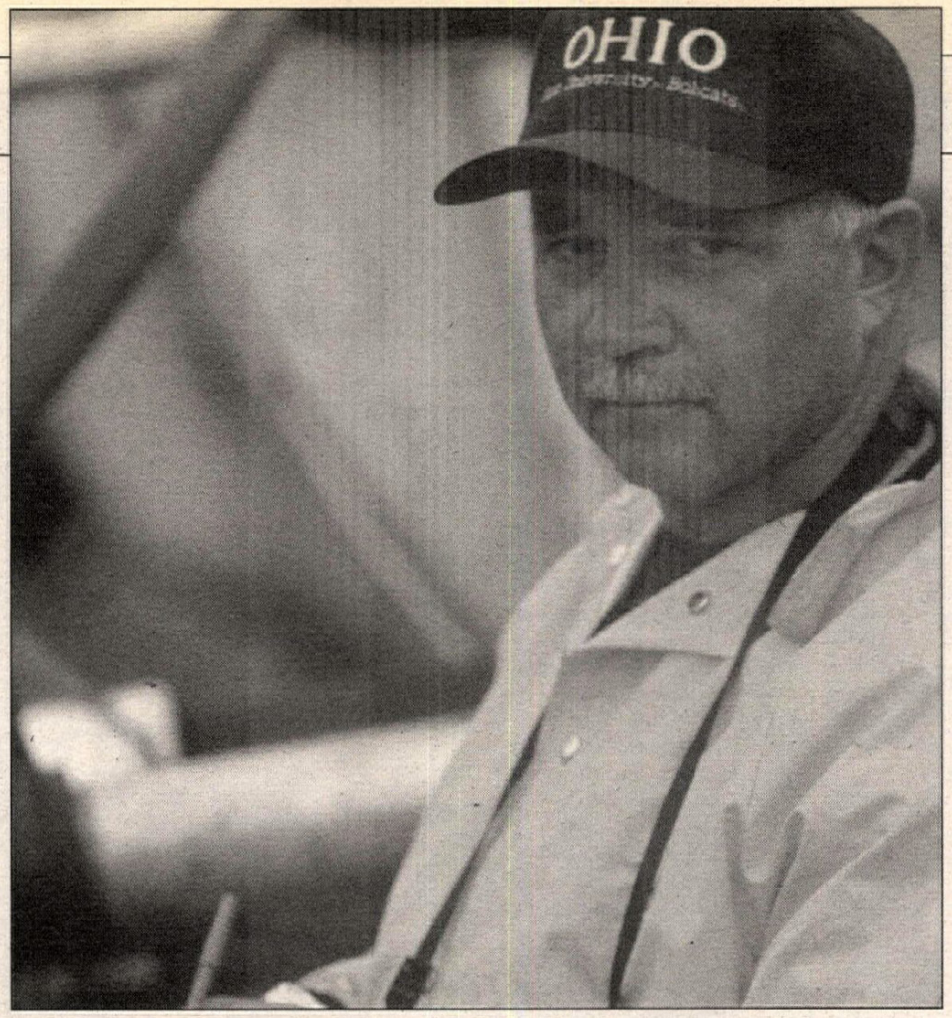
With SRO and PACE Supersports' expertise in producing events, who do you have out there pounding the pavement trying to pick up sponsors for supercross?

Within both companies there are staff people who's sole job it is to look for sponsorships, send out proposals and keep turning those rocks over looking for opportunities. It's a professional staff of people who have been doing this for a number of years. I'm confident that we will soon be able to turn a corner and find some sponsorship.

Hey, you know who's pretty good at stuff like that is Jeff Glass, the former racer. He was a legend at finding great sponsors and he knows how to talk about this business. I mean, the series draws about 35,000 per race from the 16-34 year-old male crowd, which is supposed to be very attractive to marketing types but difficult to explain. Maybe what you need is just someone who can explain to them what the sport's all about.

You're right. Jeff's always been successful at securing quality outside sponsorship, like when he signed Surf Detergent. And yes, we have been talking with him about some opportunities. Motorcycling in general is a bit more complicated to sell to the general public than other automobile sports, but the demographics are very strong. The problem is that they tell us, "Yes, it looks good, but we already bought them at NASCAR or NHRA or SCCA or IMSA." It's hard to convince companies that what we deliver is a rather unique group. One of the things that we do know is that our audience is very loyal and they will support companies that are involved in sponsoring supercross. Now that the program is stabilized and refocused, we will be more attractive to sponsors in the future. We have a long-term deal signed with the AMA that lends itself to a more inviting opportunity for sponsors and we think that we will bring some companies in soon.

It's also important to mention that while we haven't yet found a title sponsor for the '96 series, we do enjoy tremendous support from within the industry. In 1995 the 25 companies that participated in our contingency program paid out almost $400,000 to riders. The best part of that is that most of that money went to non-factory riders who really needed it, especially in the 125 class, where a rider could win $2000 in purse money and then another $5000 in contingency prizes, meaning he takes home $7000 for winning a 125cc regional race. I don't know of any other non-national program that has that sort of payday.



What is going on with the supercross television package for the near future?

We are continuing to negotiate with the major cable companies. We have had good relations in the past with ESPN and continue to talk with them, but the concerns we have raised with ESPN are the same concerns that many spectators have, like the time slot and the number of times the show has been pre-empted for other programs. One of the difficulties is also the fact that if you are on prime time on the West Coast as we are, you're on VCR-time on the East Coast. It's a decision that the network makes, not us. So we have to pick one coast or the other. Some of the regional outfits like PRIME Network have more flexibility, but you don't always get regular broadcasts with them. I think that we are fortunate to have been on the premiere sports network (ESPN), but we are looking at a number of other opportunities in addition to ESPN to ensure that we have the very best deal and exposure that we can get.

Is there any chance for any live television broadcasts any time soon?

I think those are exciting possibilities, and we have been talking with Seals Communications about the logistics of doing such broadcasts. Last summer the Peoria TT was shown live on CBS, which was a pretty big deal. One of the problems we have with our program is that it's a little lengthy at just over three hours, so doing the entire program might not be possible, but doing the last third of the program with just the main events might be more realistic.

That's what they do with the Paris Supercross. They condense all the qualifying for a short segment to open the show and go right into the main event live, which is broadcast all across Europe.

But Europe doesn't have the same market competition that we've here in America. They don't have the NFL, the NHL, the NBA, Major League Baseball or any of the other major league sports. Plus there's the formidable presence of college basketball in the first and second quarter of the year, which is when supercross runs in America. To try to find weekend time slots that do not conflict is really difficult to do when you're going up against stick and ball sports and NASCAR.

It was recently announced that NASCAR is going to Japan this year. Is there any chance of expanding the supercross series outside of the U.S.?

We have discussed with the AMA the possibility of taking the AMA Supercross Series off-shore, but we were never able to get it put together. We know that there's a strong interest in bringing the American riders to Europe based on the fact that the big European races are built around the presence of the Americans. Still, there's nothing planned short-term outside the U.S.

What do you think about the World Supercross Series? There's a lot of talk made every year about the huge purses, the start money and all that. Why are such things not possible in the States?

Well, one of the first difficulties is the cost of producing those events. We don't have the ability to sell our tickets for what they can sell them for in other parts of the world. For instance, the Paris-Bercy event is said to have had 33,000 people over three nights, paying about $75 a ticket. Unfortunately, we have to be realistic in our ticket pricing and at many of our events we have lowered ticket prices to $10 for the upper deck and $5 for kids in order to attract families back to supercross. I think that the World SX program may be a bit overrated as far as competitiveness goes, and that the U.S. Supercross program is the premiere series in the world. The only reason that these other events are as strong as they are is because they have talent that's been developed here in the U.S. but marketed in these other countries.

Has there been anything thrown up on the idea board about how to make the opening ceremonies a little better and how to keep the crowd a little more entertained between heat races and the like?

We are always trying to come up with new ideas on how to improve the pageantry of supercross, and we've always gone with proven entertainment like fireworks and such. I think that the best opening ceremonies are the ones that are simple and well-organized and that just present the top riders to the crowd and get the program under way. I don't think that it's necessary to do some of the pageantry that exists at the international events.

The intimacy isn't there anyway, because most of those international events are in small, covered stadiums, not the huge football stadiums we hold them in here in America. A "Wild West Show" works in a small arena like Paris, but it probably wouldn't work at centerfield in Anaheim Stadium.

That's right, and I don't think people understand that at times. Bercy is a very small building, comparable to the buildings we run arenacross in here in the U.S. Such small buildings lend themselves to that kind of opening. They also have the resources to do those things based on their high ticket prices. We also don't want to detract from the real reason that we are there, and that is to showcase the racing itself. That's what's important to us.

As for intermission, they are mandated at most buildings so that the stadium can sell their hot dogs, sodas and beer. Promoters don't share in the revenues from concessions in America but we are required to provide intermission. We have gone both ways to fill those time periods, sometimes giving folks a reason to stay in their seats and watch what's on the floor and other times just taking a full time-out to work on the track or whatever and let people stretch their legs or hit the restroom. We don't know which is best, so we've been trying to find a balance. We've used minibike riders in the past and all sorts of other stuff, some of which were probably less than entertaining.

Okay, what was the all-time low as far as intermission entertainment goes?

I would have to say the guy who was laying on a bed of nails at Seattle three or four years ago. Then he picked up a car battery with a coat hanger that was going through the hole in his tongue. I think that was the all-time low. I always liked minibike riders and I always enjoyed it when Larry Maiers would interview the kids afterwards. But we're always looking for ways to improve the show and give more quality entertainment. The key to our success is to be current and competitive with the other types of entertainment that are out there.

What about things like jumping contests? They're huge in Europe and in a lot of arenacross contests in America.

They certainly are, but the problem with that in supercross is, one; I don't think the factories would allow their riders to participate in extracurricular activities during the racing season for fear that they would get hurt, and two, The AMA has very strong concerns about things like jumping contests and what they might do to our liability insurance costs. That's why they currently don't allow those activities to be included at our supercross events.

With four races left to go in the series, I guess one could see where Honda and the AMA would be a little concerned about letting Jeremy do a "Superman" during intermission on a U.S.-style triple jump.

What about the tracks for next year? Do you guys have anything new and exciting up your sleeves as far as making the tracks more competitive? The big theory is that the tracks are so technical that McGrath and only McGrath can master them, so it's useless to build the tracks to challenge him at this point in his career.

I think that's true. I think that we've painted ourselves into a corner as far as the technical aspect of the tracks have gone these past few years. I feel that we have the premiere track-builder in the world with Rich Winkler and his crew at Dirt Works, but one of the problems we have with him is that he has a desire to always make it better. If a track was this good this week, then it has to be this much better next week, and so on and so forth. So we got ourselves into a situation where we tried to challenge the very top riders but lessened the competitiveness of some of those middle-level riders.

One of the things that is absolutely critical is that we need to enhance the ability to pass on a race track. I'm afraid that with highly technical tracks we've taken away some of the opportunities to get a lot of good side-by-side racing. I think that the spectators will be surprised when they see the tracks for 1996. In some places we are going to have whoop sections that go the length of the building. We are very sensitive to the comments we've heard and the letters we've received concerning the designs of our race tracks. We want to be sure to provide the best, safest tracks we can. We want to be sure that we are doing the best we can at providing adequate take-offs and landings and to connect those jumps with obstacles that provide an entertaining experience while encouraging the opportunities to get out there and compete. If we are going to see better racing, we are going to have to tone down the race tracks a little bit. I don't know if I'm alone in that position, but in our discussions with the AMA and our dirt contractor, that is the direction we are going in 1996.

You probably aren't alone in that belief because last year there was a fairly high casualty rate in supercross. We lost LaRocco, Albertyn, Lamson, Reynard, Gonzalez - a lot of guys, and a considerable part of their season was lost to injuries sustained in the stadiums. Now nothing can be entirely blamed on the tracks because there are circumstances to every crash but don't you think the tracks had something to do with it?

Well, in Albertyn's case when he was injured in Orlando it was on a very simple, uncomplicated, and short double that he came up short on, and then he was reinjured on a press day when he was supposed to be out there just riding easy. He was trying to make up for some lost time after having sat out a few events, and he was a bit more aggressive than he needed to be on a press day. But we're real concerned about having the riders out there in a controlled and appropriate environment. We want to avoid injuries and we will do all that we can to assure that.

What would you do to improve the sport of supercross? You've been around for a long time in an official capacity and you've seen a lot of things, but what if you were just a guy sitting in the stands watching supercross - what's your dream race?

My dream race is to recreate the Atlanta SX that's run for the past several years. It always seems that in Atlanta we get some of the best racing of the season every year. The dirt just seems to lend itself to great traction and a great track. There's always three or four guys still in the hunt on the last lap. To me that ought to be our goal as far as the quality of the event goes.

Jeremy's dominance over the past couple of years has created a situation where there are a number of guys out there who are racing for second place instead of first place. I hope that there's some guys that are going to step up and give him a challenge. When he stepped out of the pack three years ago I don't know that anyone had any vision that he was going to become so dominant so

Continued on page 31

Round 1: Gatorback Cycle Park

Tichenor sweeps

(Right) Ron Tichenor was unbeatable at the opening round of the Florida Winter AMA MX Series at Gatorback Cycle Park. The two-time Japan National MX Champion won both motos in both the 125 and 250cc Pro classes. (Below) Anthony Pocorobba (37) tries to squeeze by on the inside of James Joiner at the start of the 250cc moto. Pocorobba won both the 125 and 250cc A classes.

By Mike and Anne Adair

RGAINESVILLE, FL, DEC. 30-31

Ron Tichenor should get married more often. Three weeks after Florida's own Tichenor and Brandi Stoller were married, the bridegroom entered the Florida Winter AMA Series opener as a married man. Tichenor scored four Pro moto wins, including a charge from last place in the final 250cc moto. The two-time Japan 250cc National MX Champion said, "After the wedding we went to Wyoming on a skiing trip, then I started training again last week. I guess the layoff paid off."

Tommy Martin upset favorite Earl May for the overall win in the Vet Pro class. Martin, who broke his neck here last year explained, "I had a tough day in the preliminary races on Saturday. I couldn't get comfortable on the track, but I felt good today and really appreciate this win."

Gatorback Cycle Park hosted over 800 entries for the opening round of the 26th Annual Florida Winter AMA MX Series.

Shane O'Connor opened the 125cc Pro show by leading Tichenor, Anthony Pocorobba, Keith Johnson, Brian Swink, Andrew Despain, Brian Manley and Tony Lorusso. Tichenor took over the lead on lap two, and by lap five Swink was second. "Tichenor got away early. He didn't make any mistakes and was too hard to catch," said Swink. At the finish it was Tichenor scoring the win, followed by Swink, Pocorobba, Manley and Lorusso.

Pocorobba paced the second moto ahead of Manley, Johnson, Pat Barton, Tichenor, David Kratz, Nathan Ramsey and Barry Carsten. However, Tichenor was the rider to watch as he threaded his way through the pack to second place, then charged past early-leader Pocorobba, who took getting passed by Tichenor in stride. "I felt a lot of confidence with that early lead," Pocorobba said, "but Tichenor reeled me in. I knew he had the overall anyway, so I let him go and fought to hold second."

When all was said and done, Tichenor's Barry Kern-tuned Suzuki took the win, tailed by Pocorobba, Ramsey, Carsten and Lorusso. Carsten, who earned third overall, said, "Tichenor was flying today. None of us could catch him."

Manley roosted the start of the first 250cc moto, leading Tichenor, Swink, Pocorobba, J.D. Collins, Travis Blackburn, Robbie Horton and Mike Treadwell. Swink's Marshall Plumb-prepped Honda of Troy CR250 moved into the lead on lap two. Tichenor moved up and challenged Swink for three laps before making the pass and putting another win in the bank. "I had a good race with Ronnie, then my arms pumped up," said Swink. "I backed off, hit a tire, bent my shifter and had to battle with Manley to preserve second."

The moto officially ended with Tichenor taking the win ahead of Swink, Manley, Pocorobba and Joel Dengler.

The second moto got under way with Pocorobba, Kenny Yoho, Swink, Johnson, Collins, Jason Sybert and Gene Naumec leading the fray. And where was Tichenor? In last place. "My wheel washed out in the second turn," he said. "I went down and watched the pack leave me behind."

However, Tichenor wouldn't stay there for long, and by the fifth lap, he had worked his way into third, followed by Swink and Pocorobba. Naumec chased in fourth; Treadwell held fifth.

Once again, Tichenor picked off Pocorobba then started to chisel away at Swink's seemingly comfortable lead. By the end of the race, Tichenor had taken control of the race, while Swink ran into some problems and fell back to third behind Tichenor and Pocorobba.

The first Vet Pro moto saw Tommy Martin jam into the lead with Kevin Knight, Kevin Foley, Earl May and Pat Barton in close pursuit. After dueling with Foley, May caught and passed Martin to earn the first-moto win. "The track is rough today," said May. "There is no place to sit down and I like to sit down all I can."

May opened a clear lead in the second moto ahead of Martin, Barton, Foley and Scott Currie. But May's lead became hazy when Martin and Barton closed the gap. Martin eventually passed May and went on to score the

(Top) Shane O'Connor (13) gets the jump on the 125cc A class.
(Left) Nicholas Wey was top gun in the 125cc Youth division, and he also won the 250cc B class.

moto win and overall victory. "Pat Barton was riding hard, and I had to match his speed," said Martin of his march to victory. "We both closed on Earl (May) and passed him. I owe Barton for pushing me up to the front."

In other racing action, Pocorobba dominated Saturday's 125 and 250cc A classes, only Robbie Horton gave Pocorobba a challenge by winning the first 250cc a moto. James Stewart, who won both the 65 and 85cc (7 -11) events. Afterwards, he said, "I had the toughest time in the first 85cc moto. I crashed on a jump, Gene Stull got by and had to settle for second."

Jeff Gibson and Branden Jesseman shared moto wins in a close 85cc (12-13) contest, with Jesseman winning the tie-breaking second moto. Ernesto Fonseca and Matt Walker shared wins in the 85cc (14-15) and Super Mini classes. Fonseca also battled with Nicholas Wey and Jason Thomas in the 125cc (12-15) class. He won the first moto but Wey, who struggled in the first moto with a flat tire, "got inside him and used a block pass to win the moto and overall," he said.

Earl May earned both the 25+ and 30+ A overalls. May shared the 25+ A moto wins with Barry Carsten, then in the 30+ A final battled with Alan Andreu. CN

(Right) Yamaha-mounted Kevin Foley (111) finished fifth in the Vet Pro class.
(Bottom) Shane O'Connor (13) leads eventual 125cc A class winner Anthony Pocorobba.

Gatorback Cycle Park
Gainesville, Florida
Results: December 30-31, 1995

125 PRO: 1. Ron Tichenor (Suz); 2. Anthony Pocorobba (Suz); 3. Barry Carsten (Suz); 4. Tony Lorusso (Hon); 5. Brian Manley (Yam); 6. Nathan Ramsey (Suz); 7. David Keatz (Suz); 8. Adam Humphrey (Suz); 9. Joel Dengler (Suz); 10. Shane O'Connor (Hon).

250 PRO: 1. Ron Tichenor (Suz); 2. Brian Swink (Hon); 3. Anthony Pocorobba (Suz); 4. Joel Dengler (Suz); 5. Michael Treadwell (Suz); 6. Gene Naumec (Yam); 7. Keith Johnson (Kaw); 8. Travis Blackburn (Kaw); 9. Mitchell Hodges (Kaw); 10. John Fesler (Yam).

VET PRO: 1. Tommy Martin (Hon); 2. Earl May (Kaw); 3. Pat Barton (Suz); 4. Kevin Knight (Hon); 5. Kevin Foley (Yam).

125 A: 1. Anthony Pocorobba (Suz); 2. Robbie Horton (Kaw); 3. Chris Baily (Hon); 4. David Kratz (Suz); 5. Jason Sybert (Suz).

250 A: 1. Anthony Pocorobba (Suz); 2. Robbie Horton (Kaw); 3. Shane O'Connor (Hon); 4. Ricky Hampshire (Hon); 5. Robbie Skaggs (Kaw).

P/W (4-6): 1. Ricky Renner (KTM); 2. Dean Dyess (LEM); 3. Jonathan Camp (LEM); 4. Daniel Lyautey (KTM); 5. Nike Nocolins (LEM).

P/W (7-8): 1. David Milsaps (Cob); 2. Jake Griffis (Cob); 3. Kyle Chisholm (Cob); 4. Phillip Hewett (Cob); 5. Limmy Keys (Cob).

65 (7-11): 1. James Stewart (Kaw); 2. Nathan Davenport (Kaw); 3. Matthew Goekke (Kaw); 4. Bryan Johnson (Kaw); 5. Barrett Smith (Kaw).

85 (7-11): 1. James Stewart (Kaw); 2. Gene Stull (Suz); 3. Chaz Northy (Suz); 4. Dan Truman (Kaw); 5. Danny Waldrop (Hon).

85 (12-13): 1. Branden Jesseman (Suz); 2. Jeff Gibson (Kaw); 3. Chad Johnson (Suz); 4. Joshua Woods (Kaw); 5. Oscar Medrano (Kaw).

85 (14-15): 1. Ernesto Fonseca (Yam); 2. Derrick McKinney (Kaw); 3. Matt Walker (Yam); 4. Mike Stevenson (TM); 5. Jesse Adams (Suz).

S/MINI: 1. Matt Walker (Yam); 2. Chad Johnson (Suz); 3. Jeff Gibson (Kaw); 4. Aaron Lindsey (Kaw); 5. Jered Black (Yam).

YTH: 1. Nicholas Wey (Kaw); 2. Ernesto Fonseca (Yam); 3. Jason Thomas (Hon); 4. Mark Burkhart (Hon); 5. Brad Cannon (Yam).

16-24: 1. Derrick Bentley (Kaw); 2. John Avendt (Hon); 3. Justin Guthrie (Kaw); 4. Timmy Pustelak (Suz); 5. Jose Arce (Yam);

25+ A: 1. Earl May (Kaw); 2. Barry Carsten (Suz); 3. Brian Manley (Yam); 4. Mathew Crown (Yam); 5. Kevin Knight (Hon).

30+ A: 1. Earl May (Kaw); 2. Alan Andreu (Kaw); 3. Kevin Knight (Hon); 4. Mark Barnett (Suz); 5. Tommy Martin (Hon).

25+ B: 1. Jeff Reynolds (Yam); 2. Steve Dumond (Yam); 3. Rodney Reber (Yam); 4. Flip Page (Yam); 5. Timothy Baker (Hon).

30+ B: 1. Mark Beamer (Suz); 2. Billy Wood (Yam); 3. Dean Dyess (Yam); 4. Flip Page (Yam); 5. Tim Eggers (Suz).

35+: 1. John Lundy (Suz); 2. Larry Witner (Suz); 3. Scott Currie (Hon); 4. Donnie Banks (Hon); 5. Johnny Borders (Kaw).

40+: 1. Johnny Borders (Kaw); 2. Jeff Hughes (Kaw); 3. David Clenence (Kaw); 4. Gary Peak (hon); 5. Ron Arnott (Hon).

50+: 1. Gary Doggett (Hon); 2. Terrell Melborn (Suz); 3. John Logsdon (Hon); 4. George Singler (Hon); 5. Eugene Shorty (Suz).

125 B: 1. Shae Bentley (Kaw); 2. Nicholas Wey (Kaw); 3. Mark Burkhart (Hon); 4. Justin Guthrie (Kaw); 5. Randy Doviak (Suz).

250 B: 1. Nicholas Wey (Kaw); 2. Jason Thomas (Hon); 3. Mark Burkhart (Hon); 4. John Boruff (Hon); 5. Scott Lamb (Hon).

OPEN NOV: 1. Flip Page (Hon); 2. David Kuxheusen (Hon); 3. Mike McConville (Hon); 4. Chris Shortridge (Hon); 5. Jeff Killiam (Hon).

125 C: 1. Jesse Fleming (Hon); 2. Gregory Oswald (Yam); 3. Chris Taylor (Hon); 4. Dustin Keuntjes (Hon); 5. Roger Thayer (Kaw).

250 C: 1. Jesse Fleming (Hon); 2. James Spawn (Kaw); 3. Kevin Bendle (Kaw); 4. Mike Taylor (Kaw); 5. Roger Thayer (Kaw).

Eventual 125cc Pro-class winner Terry Fowler (4) leads Vet Pro runner-up Marty Smith (111) over a jump during the Racing Enterprises MX at Carlsbad Raceway.

AMA Mid-South Winter Hare Scrambles Series: Round 5

Stavish smokes 'em at Firehouse HS

By Paul Michels

MANNINGTON, KY, DEC. 17

National number-six enduro competitor Matt Stavish brought his MSR/Duralube/Scott-backed KTM from his home in the snow-covered hills of Minnesota to the warmer climates of western Kentucky to take the overall win in round five of the AMA Mid-South Winter Hare Scrambles Series in Mannington.

Series regular Jack Bailey shot his big-bore Honda into an early lead on the technical and demanding six-mile course. Bailey's lead was short-lived as Mike Cornett passed him and continued in the lead until the end of the lap when round-three winner Doug Blackwell shot past.

At lap's end, Blackwell held a small lead over Cornett with Mike Sampson in third. Mike Morris, also in his rookie year in the AA class, held fourth, while former series champion Robert Patterson rounded out the top five.

As the AA riders funneled into the scoring tent (riders have the numbers on the side of their helmets scanned and are automatically scored by a computer system), Blackwell held a slim lead over Sampson as he displaced Cornett. Morris spent time stuck in the big creek crossing, which put him back to eighth place. John Maschino moved up to fifth.

Lap three saw Blackwell continue out front. Sampson held second, Morris moved past Cornett as did Maschino. Meanwhile, Stavish was moving through the pack, and by the end of the third lap he had moved up to sixth place.

Blackwell started the fourth lap about 20 seconds up on Sampson. Morris was on the move, and Stavish moved past Cornett and Maschino when they had trouble in the now-famous creek crossing.

The beginning of lap five saw Blackwell continuing his charge out front. Sampson was second but would be passed by Morris by the end of the lap after a couple of unexpected get-offs. Stavish also got past Sampson, which moved him up to third. Patterson rounded out the top five, steadily moving back up through the pack after frying his clutch in the creek crossing on the second lap.

Going into the last lap, Blackwell was still in command while Morris continued in second until Stavish caught and passed him about halfway through the course. Sampson was now in fourth.

About a mile from the finish, havoc struck as Blackwell got hung up in a ravine and fell. Stavish came along and got hung up in the same place, only he was fortunate enough to get going before Blackwell and sprinted to the finish for the win. Morris and Sampson also got by Blackwell. In less than a minute, Blackwell went from first to fourth and ended what was a good ride up to that point. Patterson came in a respectable fifth, nursing a fading clutch.

Results

AA PRO CLASS: 1. Matt Stavish (KTM); 2. Mike Morris (Yam); 3. Mike Sampson (Yam); 4. Doug Blackwell (Yam); 5. Robert Patterson (Suz).

SR: 1. Gallie Ward (Yam); 2. Paul Michels (ATK); 3. Ronnie Hackett (Suz); 4. Larry Still (Hon); 5. David Scottow (KTM).

S/SR: 1. John Giles (Yam); 2. Guy Anderson (Kaw); 3. Johnny Friedli (Kaw); 4. Jack Gordon (Kaw); 5. Pat Freiburger (Hon).

VET A: 1. Tony Hendon (Suz); 2. Scott Hartin (Kaw); 3. Bryan Adams (Kaw); 4. Kevin Foley (Yam); 5. Robert Kirchner (Suz).

200 A: 1. Michael Sanders (Kaw); 2. John Lenard (Kaw); 3. Barry Brazier (Kaw); 4. George Wills (Kaw); 5. Darin Phillips (Kaw).

25 A: 1. Darryl Kuerizer (Yam); 2. Shawn Bellville (Yam); 3. Steve Gordon (Kaw); 4. Jared Smith (KTM); 5. Lance Smith (Yam).

OPEN A: 1. Rodney Judson (Hon); 2. Harvey Whitaker (Hon); 3. John Bingham (KTM); 4. Fletcher Lambert (Hus); 5. Jason Jennings (KTM).

WMN: 1. Suzy Fann.

4-STRK: 1. Ken Arnold (Hon); 2. Phillip Barker (Hon); 3. Cody Maxwell (Kaw); 4. Rob Stephens (Hon); 5. Billy Jo Proffit (Hon).

VET B: 1. John Broughton (Hon); 2. Mike Stinson (Hon); 3. David Zanet (Yam); 4. Joe Allen (Hon); 5. Robert Adkins (Kaw).

OPEN B: 1. Robert Lich (Kaw); 2. Chris Beard (Hon); 3. Stewart Lich (Kaw); 4. James Halone (KTM); 5. Charles Lankford (Hus).

250 B: 1. Timmy Pool (Kaw); 2. Ray Patterson (Suz); 3. Tim Crain (Yam); 4. Jordan Moneymaker (Yam); 5. John Hamilton (Yam).

125 B: 1. Kevin Creekmur (Yam); 2. Kip Haynie (Yam); 3. David Durkee (Kaw); 4. Thomas Bumpus (Suz); 5. Robert Clark (Hon).

250 B CLASS: 1. Clint Robinson (Kaw); 2. Ronald Skipper (Kaw); 3. Thomas Campbell (Kaw); 4. Kelly Working (Kaw); 5. Larry Smith (Kaw).

L/W TRL: 1. Randy Hicks (Kaw); 2. Jay Hopper (Kaw); 3. Ronnie Frost (Kaw); 4. Ricky Doores (Kaw); 5. Kevin Weis (Hon).

H/W TRL: 1. Jason Dickey (Suz); 2. Ricky Whitley (Kaw); 3. Michael Spencer (Hon); 4. Randy Gay (Yam); 5. John Glaus (Hon).

Racing Enterprises 1995 MX Finale

Fowler, Naegle top Carlsbad MX finale

By Scott Rousseau
Photo by Jeff Hain

Terry Fowler and Jim Naegle were two of the fastest men on the fabled USGP track at Carlsbad Raceway, and each claimed a class win as Racing Enterprises Motocross closed out its 1995 motocross season.

Although both riders were on the race track at the same time, they were in separate classes and thus scored separately. Fowler had entered the 125cc Pro class but found himself locked in a titanic struggle for overall supremacy with a pair of hot-riding Vet Pros in KTM-mounted Willy Musgrave and former AMA 125cc National Champion Marty Smith. The three riders battled it out in the first moto, with Fowler taking the point early in the race while Musgrave and Smith struggled for second overall in the moto and the lead in the Vet Pro class. Fowler would never be caught, and he crossed the line ahead of the 250-mounted Musgrave and Smith, who finished first and second, respectively, in the Vet Pro class. Ty Kady finished well off the lead pace to claim second in the 125cc Pro class. Kady would not start the second moto.

Further back, Naegle had struggled off the Vet Junior gate with a sixth-place start, but he quickly forged his way toward the front to do battle with class leader Jeff Gray. Naegle continued to dog Gray for the majority of the moto before making his way into the lead just after the downhill on the Carlsbad Freeway. Jeff Seifert was also in the chase, keeping his RM125 pinned to the stops as he flew by Gray late in the moto while trying to catch the fleeing Naegle. But Naegle had built up enough of a lead to claim the moto win.

Fowler got out-horsepowered at the start of the second Pro/Intermediate/Junior moto and soon found himself struggling to get past Vet Intermediate Eddie Moore while Musgrave established an early lead. Fowler finally passed Moore and caught up to Musgrave, who was riding smoothly and making it all but impossible for Fowler to find a way past. Musgrave continued to hold the lead, but a lapped rider ultimately sealed his fate when the lapper inadvertently cut him off on the final lap, allowing Fowler to make an outside pass for the lead and the win. A frustrated Musgrave was second ahead of Smith, who crashed early in the moto before making his way to the front.

Meanwhile, Naegle had taken the Vet Junior lead much earlier in the moto, but Seifert was a man on a mission as he ran Naegle down late in the moto and made several attempts to pass. Naegle was able to hold Seifert off at every turn and even ran into a bit of good luck when he stalled in one of the final turns but was able to get moving again to take the win before Seifert could get around him. Seifert's 2-2 moto finishes were still good enough for second overall in the Vet Junior class, while Gray finished third overall with a 3-3.

Results

125 PRO: 1. Terry Fowler (Kaw); 2. Ty Kady (Suz).

VET PRO: 1. Willy Musgrave (KTM); 2. Marty Smith (Yam).

250 INT: 1. Billy Frank (Kaw); 2. Colin Eberly (Hon).

VET INT: 1. Rob Wilshire (Hon); 2. Marc Crosby (Kaw); 3. Eddie Moore (Hon); 4. Doug Schweizer; 5. Ron Lawson (Hon).

VET JR: 1. Jim Naegle (Hon); 2. Jeff Seifert (Suz); 3. Jeff Gray (Hon); 4. Bruce Forinash (Yam); 5. Curtis Jablonski (Hon).

VET BEG: 1. Jim Werle (Yam); 2. Becky Kukla (Kaw); 3. Allen McKay (Hbg); 4. Jerry Griffin (Kaw); 5. Stewart Fiehler (Hon).

250 BEG: 1. Jason Seifert (Yam); 2. Jeff Hain (Suz); 3. Robert Crull (Hon); 4. Scott Rousseau (Hon).

BMBR B: 1. Steve Hollman (Hon).

125 BEG: 1. Shaun Jablonski (Hon); 2. Zack Hulcer (Yam).

80 BEG: 1. Joshua Tupa (Hon); 2. Kyle Schoonover (Yam).

125 JR: 1. Tim Olson (Yam); 2. Marc Korgie (Suz); 3. Greg Luna (Hon).

250 JR: 1. Jano Montoya (Hon); 2. Ricky Fernandez (Kaw); 3. James Decker (Yam); 4. Dan Partch (Yam); 5. Robert Chocas (Yam).

500 JR: 1. Brad White (Hon).

40+ EX: 1. Rich Eierstedt (Kaw); 2. Alan Olson (Yam); 3. George Kohler (Suz); 4. Tom White (Kaw); 5. Ron Ruff (KTM).

50+ EX: 1. Bengt Johansson (Yam); 2. Chuck Minert (Hon); 3. Horst Leitner (Kaw).

40+ INT: 1. Gary Scott (Hon); 2. Rudy Castaneda (Hon); 3. Ken Tomeo (KTM); 4. Ron Tuzinski (Hon); 5. Max Galliger (Kaw).

50+ INT: George Spearing (Hon); 2. Bill Malone (Hon).

40+ NOV: 1. Tim Williams (Kaw); 2. Clive Cheffins (Kaw); 3. Gabe Gutierrez (Hon); 4. Tom Eberly (Hon); 5. Steve Holtman (C-A).

Toland highlights Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, DEC. 16-17

Doug Toland was the man of the hour in one of the most hotly contested races of the season when the Toyota Gold Cup Formula One Series capped off its final round of racing for the year under the Willow Springs Motorcycle Club at Willow Springs International Raceway.

Toland, who had won this event the past two months in a row, was challenged by Chuck Graves, a multi-time F-1 champion at Willow Springs as well as Curtis Adams, the defending F-1 champion.

With the drop of the starter's flag, Graves grabbed the holeshot off the line followed by Toland, Walt Dorsch and Adams. In the second lap, Toland was sitting right behind Graves, looking for any opportunity to pass. In the same lap, Adams powered past Dorsch to move into third.

As the next lap got underway, a three-rider dice was under way between Graves, Toland and Adams. Coming down the front straight to complete the lap, all three riders were side-by-side, with Toland taking the lead briefly before being pushed back to second by Graves rounding turn one. But Toland was determined, and a few turns later he went around the inside of Graves to take the lead on his Scott Waters-prepared Ducati 955.

On the seventh lap, Adams caught Graves in turn four and moved up into second. The remainder of the race saw a tight battle between Graves and Adams with each rider exchanging second place on multiple occasions. At the same time, Toland opened up a gap and secured his hold on the lead.

As the final few laps got under way, Dorsch had moved up on both Graves and Adams and was preparing to mount a challenge. However, rounding turn nine on the final lap, he lost the front end and crashed. At the line, Toland got the win, but Graves and Adams crossed the line so close that it was left to the WSMC officials to determine that Graves took second and Adams finished third.

Results

F-1: 1. Doug Toland (Duc); 2. Chuck Graves (Suz); 3. Curtis Adams (Yam); 4. Paul Harrell (Yam); 5. Jeff Stern (Suz).

F-2: 1. Roland Sands (Yam); 2. Michael Montoya (Yam); 3. Jeff Short (Yam); 4. Clinton Whitehouse (Yam); 5. Josh Hageman (Yam).

F-3: 1. Joji Tokumoto (Hon); 2. Vicky Jackson-Bell (Hon); 3. Wesley Totsubo (Hon); 4. Joel Hermoso (Yam); 5. Sharyn Namnath (Hon).

F-40: 1. John Hilton (Hon); 2. Keith MacBeth (Kaw); 3. Larry Schnur (Duc); 4. Steve Poore (Yam); 5. Craig Cook (Duc).

500 SS: 1. Mark Stoner (Yam); 2. Tim Ragan (Yam); 3. Steve Reardon (Yam).

600 SS: 1. Dean Vincent (Yam); 2. Robert Yampolsky (Hon); 3. Mark Cernicky (Hon); 4. John Reardon (Kaw); 5. Daniel Dietrich (Hon).

750 SS: 1. Dean Vincent (Yam); 2. Curtis Adams (Yam); 3. Ben Welch (Yam); 4. Rick Hoffman (Yam); 5. Edward Salame (Suz).

OPEN SS: 1. Jeff Stern (Suz); 2. Jason Catching (Suz); 3. Troy Maturo (Hon); 4. Steve Poore (Yam); 5. Susan Zobler (Hon).

550 S/BK: 1. Brian Bernard (Yam); 2. Guy Celestre (Yam); 3. Rocky Kabotsky (Yam); 4. Mark Stoner (Yam); 5. Tim Ragan (Yam).

650 S/BK: 1. Steve Teschke (Hon); 2. Jeff Short (Yam); 3. Dean Vincent (Yam); 4. Robert Yampolsky (Hon); 5. Shane Lawmaster (Hon).

750 S/BK: 1. Paul Harrell (Yam); 2. Curtis Adams (Yam); 3. Paul Mumford (Kaw); 4. Ben Welch (Yam); 5. Dean Vincent (Yam).

OPEN S/BK: 1. Chuck Graves (Suz); 2. Curtis Adams (Yam); 3. Paul Harrell (Yam); 4. Chris Voelker (Hon); 5. Robert Miller (Hon).

500 MOD PROD: 1. Brian Bernard (Yam); 2. Guy Celestre (Yam); 3. Mark Stoner (Yam); 4. Rocky Kabotsky (Yam); 5. Eric Ratza (Suz).

600 MOD PROD: 1. Lance Holst (Hon); 2. Robert Yampolsky (Hon); 3. Akiharu Shigeno (Hon); 4. Mark Cernicky (Hon); 5. Daniel Dietrich (Hon).

750 MOD PROD: 1. Paul Mumford (Kaw); 2. Rick Hoffman (Yam); 3. Kevin President (Yam); 4. Edward Salame (Suz); 5. Kenny Kopecky (Suz).

OPEN MOD PROD: 1. Jeff Stern (Kaw); 2. John Ferdinand (Kaw); 3. Scott Liles (Duc); 4. Jason Catching (Suz); 5. Troy Maturo (Hon).

BOTT L/W: 1. Eric Ratza (Suz); 2. Michael Chandos (Yam); 3. Jerry Jirkovsky (Kaw).

BOTT M/W: 1. Charles Burnett (Hon); 2. Kurt Andrews (Duc); 3. Karl Goldshmidt (Hon); 4. Robert Light (Hon).

BOTT H/W: 1. John Hilton (Duc); 2. Larry Schnur (Duc); 3. Craig Cook (Duc); 4. John Bailey (Duc).

500 SGL: 1. Eric Sherrer (Hon); 2. Danny Farnsworth (Hon); 3. Joseph Niederst (Hon); 4. Archie Slaven (Yam); 5. Benjamin Morse (Hon).

600 SGL: 1. Kevin Johnson (W-R); 2. Stuart Knigge (Yam); 3. David DeLeon (Yam); 4. Steve Hill (Yam); 5. John Nielsen (Yam).

F-SGL: 1. Kevin Johnson (W-R); 2. Stuart Knigge (Yam); 3. David DeLeon (Yam); 4. Steve Hill (Yam); 5. Archie Slaven (Yam).

VINT: 1. Stuart Knigge (Yam); 2. Scott MacAdam (Kaw); 3. Larry Cochran (Hon); 4. Danny Farnsworth (Hon); 5. Scott Fabbro (Hon).

500 NOV: 1. Todd Chamberlin (Yam); 2. Donald Knetzger (Hon); 3. Benjamin Morse (Hon); 4. Joseph Niederst (Hon); 5. Jonathan Forman (Suz).

650 NOV: 1. Greg Kahle (Kaw); 2. Darrin Jacobson (Hon); 3. Jacob West (Hon); 4. Erwin Chiong (Yam); 5. Ben Grouby (Hon).

OPEN NOV: 1, Tony Endres (Hon); 2. Jonàs Arroyo (Kaw); 3. Jim Hutton (Suz); 4. Stephen Hewitt (Hon); 5. Jason Walker (Hon).

McAlister perfects Monroe MX

By Allen Layton

For the second consecutive time this season a record number of riders descended upon the Evergreen Fairgrounds arena for the CMC Northwest Arenacross Nationals. Of the 450 riders that showed up for round three, Chaun McAlister showed he could stand out apart from the crowd by storming to the 125cc Pro-class victory on perfect moto scores.

Everyone expected the first moto to be hotly contested, but McAlister had a different idea. By the end of the second lap, the 27-year-old McAlister stormed into the lead and simply ran away. While the Suzuki rider was performing his disappearing act, the rest of the pack sorted itself into a Michael York/Brett DeVries/Jimmy LaMastus freight train that ran unchanged for the rest of the moto.

The second moto was a different story, but featured the same result. LaMastus blasted away with the holeshot that was the prelude to an intense two-lap battle with first-moto winner McAlister. Honda-mounted LaMastus tried everything to keep McAlister behind him, shutting the door countless times with brilliant riding, but McAlister finally found daylight to shoot into the lead and the subsequent victory. LaMastus held on for second and was followed by Sean Naslund and Brett DeVries.

Results

50 STK (4-6): 1. Maxwell Pope (LEM); 2. Cameron Smith (KTM); 3. Kevin Jeffery Simonson (Yam); 4. Bennie Tullar (Yam); 5. Nick Schindler (Yam).

50 STK (7-8): 1. Ryan Hell (KTM); 2. Jake Lulianc (KTM); 3. Casey Miller (KTM); 4. Keith Abendroth (Yam); 5. Tyson May (KTM).

60 (0-8): 1. Brandon Layton (PAX); 2. Colton Facciotti (Kaw); 3. Scottie Gerken (Kaw); 4. Chris McNeil (Kaw); 5. Kyle Bader (Kaw).

60 (9-11): 1. Kyle Harris (Kaw); 2. Derrick Sas (Kaw); 3. Ryan Abrigo (Kaw); 4. Brandon Divelbiss (Kaw); 5. David Rose (Kaw).

60 OPEN: 1. Brandon Layton (PAX); 2. Kyle Harris; 3. Ryan Abrigo (Kaw); 4. Colton Facciotti (Kaw); 5. Derrick Sas (Kaw).

80 BEG: 1. Zach Storey (Kaw); 2. Jesse Meiers (Hon); 3. Jeff Shandrow (Yam); 4. Sean Matthews (Hon); 5. Andy Beatley (Yam).

80 (7-11): 1. Brandon Layton (Yam); 2. Kyle Harris (Kaw); 3. Cody Noble (Kaw); 4. Kiel Krogstadt (Yam); 5. Jack Meadows (Hon).

80 (12-13): 1. Keith Ford (Kaw); 2. Anthony Rudolph (Hon); 3. Joey Sutherland (Yam); 4. Derek Walkoski (Yam); 5. Rodney Spangler (Yam).

80 (14-16): 1. Tyler Kavaney (Yam); 2. Shawn McDougall (Yam); 3. Ben Hale (Yam); 4. Nathan McDonald (Kaw); 5. Ryan Alain (Hon).

S/MINI: 1. Tyler Kavaney (Yam); 2. Garrett Carter (Yam); 3. Shawn McDougal (Yam); 4. Nathan McDonald (Kaw); 5. Ben Hale (Yam).

125 BEG: 1. Andy Smith (Kaw); 2. Travis Hanson (Hon); 3. Brad Sweeny (Yam); 4. Carl Mead (Hon); 5. Aaron Diemert (Hon).

125 JR: 1. Jason Raines (Kaw); 2. Tyler Kavaney (Yam); 3. Nathan McCormick (Hon); 4. Tim Zike (Yam); 5. Brett English (Kaw).

125 INT: 1. Jason Dempsey (Kaw); 2. Marc Henderson (Suz); 3. Jeremy Welcome (Hon); 4. Trevor Deyo (Hon); 5. Travis Gage (Suz).

125 PRO: 1. Chaun McAlister (Suz); 2. Jimmy LaMastus (Hon); 3. Sean Naslund (Hon); 4. Brett DeVries (Yam); 5. Scot Steffy (Hon).

250 BEG: 1. Travis Hanson (Yam); 2. Brian Turner (Yam); 3. Troy Pettinger (Yam); 4. Eric Bailey (Hon); 5. Shaun Coates (Yam).

250 JR: 1. Scott Reiman (Kaw); 2. Broc Mortenson (Yam); 3. E.J. Cole (Hon); 4. Jim Harmon (Suz); 5. Darin Vanderpol (Yam).

250 INT: 1. Jason Dempsey (Yam); 2. Ted Devol (Hon); 3. Kurt Cannon (Kaw); 4. Taber Murphy (Hon); 5. Jeff Conway (Hon).

250 PRO: 1. Scot Steffy (Hon); 2. Jay Whipple (Hon); 3. Brett DeVries (Yam); 4. Chaun McAlister (Suz); 5. Jason Hong (Yam).

OPEN: 1. Rich Sather (Kaw); 2. Ray Stafford (KTM); 3. Allan Oudman (Hon); 4. Darin Gable (Kaw).

BTH BEG: 1. Eric Bailey (Hon); 2. Shaun Coates (Yam); 3. Brad Sweeny (Yam); 4. Andy Smith (Kaw); 5. Josh Bailey (Hon).

BTH SPRT: 1. Jason Dempsey (Kaw); 2. Marc Henderson (Suz); 3. Matt Axelson (Suz); 4. Trevor Deyo (Hon); 5. Mitch Merrit (Hon).

UTH BEG/JR: 1. Gordy Vlas (Hon); 2. Dale Gates (Suz); 3. Eric Dexter (Kaw); 4. Darin Vanderpol (Yam); 5. Troy Pettinger (Kaw).

UTH INT: 1. Ted Devol (Hon); 2. Larry Kuebler (Hon); 3. Bob Nietfield (Kaw); 4. Jeff Odom (Hon); 5. Vonn Jones (Yam).

VET BEG: 1. Gordy Vlas (Hon); 2. Richard Sather (Kaw); 3. Mike Stern (Suz); 4. Dale Evanger (Kaw); 5. Marc Hills (Hon).

VET SPRT: 1. Ted DeVol (Hon); 2. Stan Lund (Yam); 3. Vonn Jones (Yam); 4. Scott Reiman (Kaw); 5. Bob Nietfield (Kaw).

OT: 1. Rick Howard (Suz); 2. Tom Jesmer (Yam); 3. Terry Gillespie (Hon); 4. Jack Hanson (Yam); 5. Todd Wolfe (Kaw).

WMN: 1. Emily Norton (Yam); 2. Tammy Ingrahm (Suz); 3. Cindy Bartles (Kaw); 4. Sommer Beattey (Yam); 5. Vandy LaVelle (Hon).

4-STRK: 1. Keith Lindsay (Hus); 2. Ray Stafford (KTM); 3. Scot Steffy (Hon); 4. Larry Kuebler (Hon); 5. Chris Kastler (Hon).

Payne returns at Castaic MX

By Tony Alessi

CASTAIC, CA, DEC. 10

Billy "Boy" Payne made his comeback after nearly a year out of action by posting a double moto sweep of the 80cc Expert class during the final round of the SSC Winter Warmup series at Castaic Lake MX.

"I broke my leg during the Golden State series in January, then again at Mammoth in June," Payne said. "I have missed all the amateur nationals this year. I am just starting to feel good again."

Payne felt good and looked good too as he ran away with both 80cc Open motos, topping future mini champ Jonathan Shimp, who is now riding the new Honda mini rocket.

J.J. Bonanno was impressive in the 80cc Novice division aboard his O'Neal-backed Yamaha and defeated archrival Brian Hulsey during both motos of competition.

Mike Alessi posted a four-moto sweep of the 50cc Open and 60cc (0-18) divisions, and finished a respectable fifth overall in his first 80cc race aboard his new Suzuki. Chad Robbins ran up front early in the day, but an unplanned encounter with the water tank ultimately ended his day. In the end, Andrew Turner posted the 80cc win, while James Fuller and Vincent Rhoades rounded out the top three in the 80cc class, which was the second-largest class of the day.

The real excitement, however, was reserved for the end of the day when a brand-new 1996 YZ125cc donated by Thousand Oaks Yamaha was raffled off. The finalists in the raffle were each given a key to try in a lock that was placed on the motorcycle. Darren Elliott's key opened the lock, and the Vet racer was all smiles as he became the proud owner of the machine.

Results

P/W: 1. Mike Alessi (KTM); 2. Cole Seely (KTM); 3. Chad Gores (KTM); 4. Chris Jancich (Yam); 5. Tye Hames (KTM).

60 (0-8): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Michael Bierschied (Kaw); 4. Brett Mountain (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Chris Nihan (Kaw); 3. Daryl Ecklunn (Kaw); 4. Vincent Rhoads (Kaw); 5. Andy Pierce (Kaw).

80 BEG: 1. Andrew Turner (Yam); 2. James Fuller (Hon); 3. Vincent Rhoads (Yam); 4. Patrick Brown (Yam); 5. Mike Alessi (Suz).

80 (9-11): 1. Scott How (Yam); 2. Daryl Ecklunn (Suz); 3. Cale Wallace (Yam); 4. Sean Collier (Yam); 5. Chris Nihan (Yam).

80 NOV: 1. J.J. Bonanno (Yam); 2. Matt Armstrong (Yam); 3. Brian Hulsey (Kaw); 4. Bradley Lambert (Yam); 5. Ross Garcia (Yam).

80 OPEN: 1. Billy Payne (Kaw); 2. Jonathan Shimp (Hon); 3. Brandon Morgan (Yam); 4. R.J. Thompson (Kaw); 5. Beau Baron (Hon).

125 BEG: 1. Matt Carpenter (Suz); 2. Dennis Liston (Kaw); 3. Mark Valenzuela (Hon); 4. Masashi Motohashi (Suz); 5. Sean White (Kaw).

125 NOV: 1. Andrew Labrador (Hon); 2. Damon Bivens (Yam); 3. Terry Milosavljevic (Hon); 4. Beau Baron (Hon); 5. Scott Priputen (Yam).

125 INT: 1. Andy Anaya (Yam); 2. Aaron Baker (Hon); 3. Frank Mecono (Hon); 4. Ito Posca (Kaw); 5. Jason Wood (Suz).

125 PRO: 1. Brian Deegan (Hon); 2. Ted Camber (Yam).

250 BEG: 1. Pete Wade (Yam); 2. Warren Hopkins (Yam); 3. Jeffrey Taylor (Yam); 4. Justin Peltier (Hon); 5. Craig Wirths (Yam).

250 NOV: 1. Damon Bivens (Yam); 2. Bob Phillips (Yam); 3. Peter Casano (Hon); 4. Rick Harobson (Hon); 5. Beau Baron (Hon).

250 INT: 1. Andy Anaya (Yam); 2. Michel Becke (Yam); 3. Jason Wood (Suz); 4. Darren Elliott (Hon); 5. Ryan Brandenburg (Hon).

250 PRO: 1. Erik Kehoe (Hon); 2. Brian Deegan (Hon); 3. Billy Mercier (Yam); 4. Shane Trittler (Suz).

JR VET BEG: 1. Craig Wirths (Yam); 2. Jeff Taylor (Suz); 3. Sean White (Kaw); 4. Krister Terito (Yam); 5. David Warren (Yam).

JR VET NOV: 1. Bob Phillips (Yam); 2. Peter Casono (Hon); 3. Bob Bang (Yam); 4. Rob Healy (Hon); 5. Mike Licitra (Hon).

JR VET INT: 1. Kevin Allman (Yam); 2. Michel Becke (Yam); 3. Mike Webb (Suz); 4. Greg Boles (Hon).

JR VET BEG: 1. Ralph Collins (Kaw); 2. Michael Weeks (Hon); 3. Manny Labrador (Kaw); 4. Philip Kuhn (Yam); 5. Roger Dallan (Yam).

VET NOV: 1. Bob Bang (Yam); 2. Rob Healy (Hon); 3. Rick Davis (Yam); 4. Richard Anaya (Yam); 5. George Jimenez (Kaw).

VET INT: 1. Kevin Allman (Yam); 2. Mike Webb (Suz); 3. Joe Merrian (Hon); 4. Joel Harriott (Yam); 5. Jef Harriott (Yam).

VET EX: 1. Darren Elliott (Hon); 2. Martin Klossner (Yam); 3. Eric Kehoe (Hon).

WMN: 1. Corina Chinen (Kaw); 2. Bonnie Warch (Suz); 3. Stacy Bremner (Yam).

Edwards Motocross laurels to Lamborn

By Greg Robertson

EDWARDS A.F.B., CA., DEC. 10

Bryan Lamborn used a 2-1 punch to claim the 250cc Novice-class victory during the second round of California Racing Club's Trophy Series at the Edwards Air Force Base motocross track.

Cole Townsend got things started off with the first-moto holeshot followed by Lamborn, Brett Bennett and Justin Osborne, who was on the move, making it to the front of the pack within a lap. Lamborn continued to run in second, a little distance ahead of a good battle for third between Townsend, Stanton Barrett and Shawne Chamberlin.

For the next few laps Lamborn dogged Osborn and finally made his way into the lead with the white flag in sight. Something let loose on Lamborn's CR250 as steam started coming off the engine. Barrett picked up the pace and passed Osborne for second, then flew past Lamborn on an uphill to grab the lead and first-moto win. Osborne ended up third with Chamberlin and Townsend rounding out the top five.

Chamberlin roosted his Rider's Choice-backed YZ250 to the front of the pack as the second moto got underway. Lamborn and Barrett quickly closed in on Chamberlin, making it a three-rider battle for the lead. Lamborn outbraked Chamberlin to move into the lead while Barrett went down in the sand and dropped to fourth behind Osborne.

Osborne doubled past Chamberlin for second place and looked to be making a run at Lamborn with just over a lap remaining. Barrett was back up to speed and picked off Chamberlin for third. Osborne had a troublesome final lap and was passed by both Barrett and Chamberlin. Lamborn took the win, Barrett came across in second to collect the second-place trophy. Chamberlin's 4-3 finishes edged out Osborne's 3-4 score for third overall.

Jerod Pedersen totally spanked a large field of 125cc Beginners in both motos. The Honda-mounted Pedersen would pull out commanding early-moto leads and never look back. Scott Minster came across in the runner-up position both times out.

KTM of Mojave's own Hammerin' Harold Smith was a double-class winner. Smith's 1-2 finishes beat out the 3-1 score of Bruce Tebo to claim the Vet Intermediate-class honors. Smith returned to hold off a hard-charging Husaberg-mounted Shawn McIntosh in the second 500cc Novice moto for his other win.

Results

P/W B-2: 1. David Hough (LEM); 2. T.A. Walker (Yam); 3. Eddie Woodard (Yam); 4. A.C. Jolley (Yam); 5. Dylan Goetze (Yam).

P/W B-1: 1. Bryce Terzian (KTM); 2. Mitchell Miles (KTM).

P/W A: 1. Ricky Hemme (LEM); 2. Charles Messer (LEM).

60 BEG: 1. Sean Kranyak (Kaw); 2. Timothy McDaniel (Kaw).

60 (0-8): 1. Ryan Roybal (Kaw); 2. Ricky Hemme (Kaw); 3. Cory Redenius (Kaw).

60 (9-11): 1. Anthony Barbacovi (Kaw); 2. Nicholas Burson (Kaw); 3. Troy Tittlemier (Kaw); 4. Scott Kranyak (Kaw); 5. Matt Contreras (Kaw).

80 BEG: 1. Brent Gilliam (Yam); 2. Jason Benevediz (Yam); 3. Kurt Nelson (Yam); 4. Travis Pursley (Yam); 5. Robert Bland (Kaw).

80 (7-11): 1. Gerard Patin (Yam); 2. Shane Smith (Hon); 3. Nicholas Burson (Suz); 4. Scott Simon (Suz).

80 (12-13): 1. Shawn Scott (Suz); 2. Bobby Steffan (Suz); 3. Miles Buck (Suz); 4. Tyson Tittlemier (Hon).

80 (14-16): 1. Devin Seeger (Yam); 2. Spencer Buzza (Hon).

125 BEG: 1. Jerod Pederson (Hon); 2. Scott Minster (Suz); 3. John Butler (Hon); 4. Vito Valenti (Hon); 5. Dave Riley (Suz).

125 NOV: 1. Mike Gibson (Hon); 2. Kevin O'Brien (Suz); 3. Tyler Buck (Suz); 4. Travis Smith (Kaw); 5. Dustin Daily (Suz).

125 INT: 1. Shawn O'Brien (Suz); 2. Lanny Turner (Suz); 3. Mike Clinqmars (Hon); 4. Clint Shepard (Suz); 5. Brian Sweany (Suz).

125 PRO: 1. Jeff Willoh (Hon); 2. Casey Lytle (Hon); 3. Pat Foster (Suz); 4. Terrance Malan (Suz); 5. D.J. Sweany (Suz).

250 BEG: 1. Marche Karger (Hon); 2. Mark Jones (Yam); 3. Jack Tanner (Hon).

250 NOV: 1. Bryan Lamborn (Hon); 2. Stanton Barrett (Hon); 3. Shawne Chamberlin (Yam); 4. Justin Osborn (Kaw); 5. Cole Townsend (Hon).

250 INT: 1. Colby Begin (Kaw); 2. Robbie Dunham (Yam); 3. Paul Gilmartin (Hon); 4. Tim Laster (Yam).

250 PRO: 1. Casey Lytle (Hon); 2. Bill Sauro (Hon).

500 NOV: 1. Harold Smith (KTM); 2. Shawn McIntosh (Hbg).

JR VET BEG: 1. Greg Benton (Hon); 2. William Welchhance (Kaw); 3. Kenny Hall (Hon); 4. Billy Potts (Suz); 5. Jeff Marshall (Kaw).

JR VET NOV: 1. Dallas Coulter (Kaw); 2. John Turner (Suz); 3. Larry Page (Yam); 4. Mike Johnson (Suz).

JR VET INT: 1. Marty Estes (Kaw); 2. John Jefferies (Hon).

VET BEG: 1. Miguel Santos (Yam); 2. John Sullivan (Hon); 3. Chuck Shannon (Hon); 4. Kyle Reutgen (Hon); 5. David Johnson (Hon).

VET NOV: 1. Mike Carr (Hon); 2. Major Alford (Suz); 3. John Knight (Hon); 4. Bud Lewis (Yam); 5. Greg Robertson (Hon).

VET INT: 1. Harold Smith (KTM); 2. Bruce Tebo (Hon); 3. Randy Tittlemier (Hon); 4. James Coppedge (Yam); 5. Nick Young (Suz).

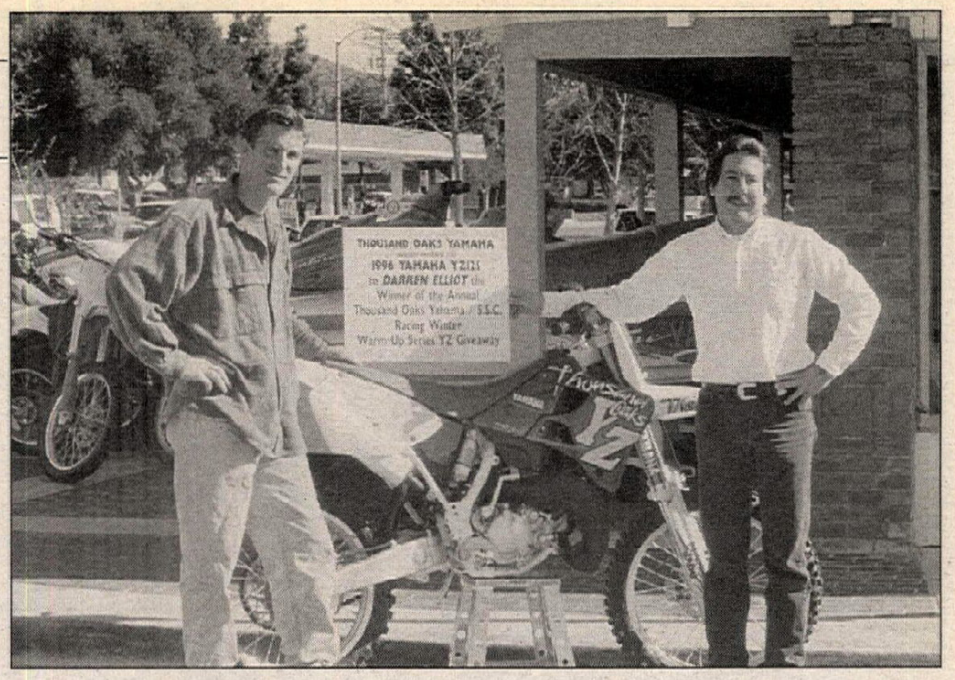
VET EX/PRO: 1. Jon Zahrt (Yam); 2. Scotty Walker (Kaw); 3. Leo Saul (Hon).

SR EX: 1. Bob Dunham (Yam).

O/T AM: 1. Bob Lucas (Kaw); 2. Charles Howell (Yam); 3. Charles Watanabe (Hon); 4. Richard Bealer (Yam); 5. Steve Alexander (Yam).

O/T EX: 1. Steve Barklow (Yam); 2. Scott McDonall (Hon); 3. Keith Phillips (Kaw); 4. Jim McConnell (Kaw); 5. Wendall Berkwith (Hon).

O/T MSTR: 1. Jerome Gibson (Hon); 2. Ken Renaux (Hon).



Darren Elliott (left) became the proud owner of a 1996 Yamaha YZ125 at the SSC Winter Warmup Series finale at Castaic Lake MX Park.

Price gets revenge at Timonium Short Track

By Bruce Walls

TIMONIUM, MD, DEC 16

Georgie Price took some revenge on Warren Diem during Saturday's 600cc Pro feature in the final Timonium Indoor series at the Cow Palace.

The Arai Helmet/Pop Sweeten-sponsored New Jersey racer made the 600 Pro feature look like a Sunday drive after surrendering the previous week to Diem. Following Price to the finish were Phil Libhart, Diem, Perry Phillips, Gary Foard, Paul Lynch and Michael Varnes.

"That ride was a hell of a lot of fun," said Price, who added that next season he is aiming at a National top-10 finish.

At the end of the three rounds of racing, Price and Diem each earned 77 points to share the series top spot.

Paul Crumling had a rather successful day in the 250cc Pro class. First he won the semi for the pole, setting a new track record of 6.85. Next he won the 250cc Pro final, sweeping the series with 75 points. Then he topped off the series by putting his Honda up front in the cash dash. Varnes finished second followed by James Haas, Randall Shank, David Reeves, Lynch, Price, and Kevin Varnes.

Chad Uhler dominated the 50cc final, earning the series title with 90 points overall. Frankie Locke ran second followed by Megan Horn, the first woman to win a Timonium heat and semi. Horn finished second in points with 67. Chris Shank and Michael Poe rounded out the top five.

Steve Cromwell put his Honda up front in the 125cc class for his second feature win of the series. Also finishing in the top five were Daniel Verzi, Andy Snyder, David Moore and Chuck Bucanan. Shawn Rothstein won the 125cc points series followed by Cromwell, Don Mullen, Brody Miller and Buchanan.

Results

50: 1. Chad Uhler; 2. Frankie Locke; 3. Megan Horn; 4. Chris Shank; 5. Todd Crenshaw.

55: 1. Jason Lawrence; 2. Jared Mees; 3. Nicholas Henderson; 4. Mike Brown; 5. Mark Wheeler.

80: 1. Andrew Tsakanikas; 2. Robert McFadden; 3. Corey Hormes; 4. Chris Klinefelter; 5. Bryan Douglas.

250 PRO: 1. Paul Crumling; 2. Michael Varnes; 3. James Haas; 4. Randall Shank; 5. David Reeves.

125: 1. Steve Cromwell; 2. Daniel Verzi; 3. Andy Snyder; 4. David Moore; 5. Chuck Buchanan.

250: 1. Todd Stith; 2. Thomas McGrane Jr.; 3. Thomas Majeski; 4. Dillon Cava; 5. Daniel Reichert.

360: 1. Mark Burkholder; 2. Harold Brossman; 3. John Henderson; 4. Clarence Bull; 5. Robert Hale.

600 PRO: 1. Georgie Price; 2. Phil Libhart; 3. Warren Diem; 4. Perry Phillips; 5. Gary Foard.

Competition tight at Barona MX

By Homer Eubanks

RAMONA, CA, DEC. 3

The final race of the CMMC season at Barona Oaks Raceway ended with heated battles in the Supermini and Old Pharts A classes, with both class championships being decided at the final checkered flag in each.

The Supermini title was up for grabs between John Hopkins and Jesus Casillas, but Sean Hamblin jumped into the picture and stole most of the limelight in the first moto before crashing late in the moto and dropping out. The race appeared to belong to the second-placed Hopkins, but Casillas sneaked up and slipped inside Hopkins in the final turn to steal the win.

Ty Larson (39) and Michael Hubbard (95) battle for the lead in Vet-class action at Southern California's Starwest motocross park.

Hopkins holeshot the second moto with Casillas shadowing his every move. Hamblin held the third spot before getting past both Hopkins and Casillas on the second lap. Hopkins then held second until the fourth lap, when Casillas got by. Hopkins knew, however, that he needed only to finish behind Casillas in order to take the championship. Hamblin took the win with Casillas second and Hopkins third to sew up the title.

Old Pharts A-class riders Don Connelly and Steve Laninovich came into the event with five points separating them and came out tied - not only in points but in overall wins for the season.

Laninovich holeshot the first moto with Connelly in tow. Chris Swift, who trailed Laninovich by five points, got off to a slow start but quickly passed his way to third. Swift was able to get around Connelly on the fifth lap and hold on for the second spot as Laninovich took the win.

Laninovich again took charge right from the start in the following moto. Connelly glued himself to Laninovich's rear fender before stalling while trying to cut back under him on the second lap. Swift grabbed the second spot until the next lap when he lost the chain off his Honda, putting him out of contention. Connelly was able to make up for his early blunder and regain second place, but there was no catching Laninovich, who went on to take the moto and overall wins as well as the class championship.

Results

INTRO TO MX: 1. Raphael Underwood (Hon); 2. Brandon MacDonald (Yam); 3. Robert Garner (Hon); 4. Michael Iaco (Yam); 5. Kenneth Vessels (Hon).

P/W F/T: 1. Francisco Montalvan (KTM); 2. Zachery Johnson (Yam); 3. Katie Rose (Yam); 4. Anthony Castellano (KTM).

P/W STK (0-6): 1. Chase Takacs (KTM); 2. Brian Hiner (KTM); 3. Candice Motshagen (KTM); 4. Phillip Bruscella (Yam).

P/W STK (7-8): 1. Christopher Moore (LEM); 2. Jake Bissonette (KTM); 3. Kevin Wade (KTM); 4. Matthew English (Yam); 5. Brad Masters (LEM).

JR CYCLE BEG (0-8): 1. Rafael Izaguirre (Kaw); 2. Chris Aleksikzyk (Kaw); 3. Matt Rose (Kaw); 4. Phillip Bruscella (Kaw); 5. Matthew English (Kaw).

JR CYCLE STK (0-8): 1. Dallas Peick (Kaw); 2. Chris Moore (Kaw); 3. Anthony Charette (Kaw); 4. Kyle Spaulding (Kaw); 5. Jake Bissonnette (Kaw).

JR CYCLE STK (9-11): 1. Ryan Beat (Kaw); 2. Shaun Connelly (Kaw); 3. Cas Swift (Kaw); 4. David Meyers (Kaw); 5. A.J. Lee (Kaw).

80 BEG: 1. Tim Armbrister (Kaw); 2. Joshua Navarro (Kaw); 3. Vito Casillas (Yam); 4. Alfredo Contreas (Yam); 5. Jordan Eubanks (Kaw).

80 STK (9-11): 1. Jesus Casillas (Yam); 2. Corey Macomber (Suz); 3. Anthony Bruscella (Suz); 4. Travis Bemis (Suz); 5. Clinton Pierce (Suz).

80 NOV MOD: 1. Billy Laninovich (Yam); 2. Matt Condon (Hon); 3. Sean Peer (Yam).

80 INT: 1. John Hopkins (Suz).

80 EX: 1. Sean Hamblin (Yam).

S/MINI: 1. Jesus Casillas (Yam); 2. John Hopkins (Suz); 3. Jake Elkins (Kaw); 4. Billy Laninovich (Yam); 5. Travis Frink (Kaw).

125 BEG: 1. Dru Blocker (Suz); 2. Jon Meyers (Kaw); 3. Ben Westrup (Suz); 4. Steven Crum (Yam); 5. Jeff Cooper (Yam).

125 (12-15): 1. Frank Dato (Suz); 2. Matt Williams (Kaw); 3. Steve Yurkovic (Kaw); 4. Sean Clarke (Kaw); 5. Billy Laninovich (Suz).

125 (16-21): 1. Tim Pustelak (Suz); 2. Josh Warner (Yam); 3. Andy Harrington (Kaw).

125 NOV STK: 1. Marc Korgie (Suz); 2. Greg Halverson (Hon); 3. Kevin Royal (Hon); 4. Steve Yurkovic (Kaw); 5. Geoff Walters (Suz).

125 NOV MOD: 1. Justin Gutierrez (Hon).

125 INT: 1. Andy Harrington (Kaw); 2. John Emerson (Suz); 3. Josh Warner (Yam); 4. Daniel Nichols (Suz).

125 EX: 1. Tim Pustelak (Suz).

250 BEG: 1. Travis Connelly (Suz).

250 NOV: 1. Manny Arias (Kaw); 2. George Hill (Yam); 3. David Fox (Suz); 4. Shawn Ireland (Yam).

OLD PHARTS A: 1. Steve Laninovich (Hon); 2. Don Connelly (Suz); 3. Randy Rush (Hon); 4. Chris Swift (Hon); 5. Joseph Gonzalez (Yam).

OLD PHARTS B: 1. Greg Meyers (Yam); 2. Matt Nelson (Hon); 3. Louie Peck (Kaw); 4. Gary Goggett (Hon); 5. John Washburn (Kaw).

250 BUDDY RACE: 1. Swift/Laninovich (Hon); 2. Fox/Arias (Hon); 3. Rush/Condon (Hon); 4. Connelly/Nichols (Suz).

125 BUDDY RACE: 1. Swift/Nichols (Suz); 2. Arias/Fox (Hon); 3. Hopkins/Elkins (Kaw); 4. Harrington/Pustelak (Suz); 5. Vielguth/Meyers (Kaw).

80 BUDDY RACE: 1. Harrington/Hamblin (Kaw); 2. Casillas/Swift (Yam); 3. Hopkins/Elkins (Suz); 4. Beat/Condon (Kaw); 5. Laninovich/Holmquist (Yam).

LaPaglia proves himself at Starwest

By Tony Alessi

PERRIS, CA, DEC. 2

Mike LaPaglia scored wins in both Stock and Modified 50cc A classes as well as the Pee Wee (4-6) Stock class on the main track during round three of the Starwest supercross ticket series.

LaPaglia lined up on his brand-new, orange KTM 50, then proceeded to pull a three-bike-length holeshot over the field of anxious preteens.

While LaPaglia put distance between himself and the field, a three-rider battle developed between Bryce Terzian, Chad Gores and Chase Takacs.

Each time Gores would get close enough to take a poke at Terzian, the second-place rider would respond by grabbing a handful of throttle and jumping to the top of the step-up jump.

This continued for a few laps, before a hard-charging Jason Griffin surprised Gores with an inside-line pass for third.

With two laps left in the race, Terzian came to life. Terzian stepped up the pace to reel in LaPaglia and pass him for the lead. During the final lap it looked like Terzian would get by LaPaglia, as he tried not once but twice to make the pass. Unfortunately for Terzian a small bobble in the last few hundred yards of the race cost him the chance for victory. In the end the color of the day was orange for LaPaglia, who scooted across the line for his first win aboard his new bike. Terzian crossed the line second while Jason Griffin, Chase Takacs and Brandon Million rounded out the top five.

Results

Pee Wee Track

STRTR (4-6): 1. James Ackel (Yam); 2. Tyler Scarbrough (Yam); 3. Jarrett Loop (Yam).

STRTR (7-8): 1. Matt Vega (Yam); 2. Travis Astand (Hon).

BEG STK (4-6): 1. Jonathan McCarthy (Yam); 2. Mike Meade (KTM); 3. Phillip Aube (KTM); 4. Eddie Woodand (KTM); 5. Robert Ramage (LEM).

BEG STK (7-8): 1. Cody Bradburg (KTM); 2. Chaz Diesel (LEM); 3. David Hough (LEM); 4. Gerald Rodriquez Jr. (KTM).

STK A: 1. Michael Lapaglia (KTM); 2. Sean McInroe (Yam).

STK B: 1. Bryce Terzian (KTM); 2. Jason Griffin (KTM); 3. Chase Takacs (KTM); 4. Chad Gores (KTM); 5. Brandon Million (KTM).

BEG MOD (4-8): 1. Jonathan McCarthy (Yam); 2. Mike Meade (KTM); 3. Robert Ramage (LEM); 4. Eddie Woodard (KTM).

MOD A: 1. Michael LaPaglia (KTM).

MOD B: 1. Brandon Million (KTM); 2. Jason Griffin (KTM); 3. Chad Gores (KTM).

Main Track

50 (4-6): 1. Michael LaPaglia (KTM); 2. Bryce Terzian (KTM); 3. Jason Griffin (KTM); 4. Chase Takacs (KTM); 5. Chad Gores (KTM).

50 (7-8): 1. Jarred Browne (KTM); 2. Gerald Rodriquez (KTM); 3. David Gough (LEM).

60 (0-8): 1. Mike Alessi (Kaw); 2. Jarred Browne (Kaw); 3. Jeff Loop (Kaw); 4. Jeff Alessi (Kaw); 5. Justin Workman (Kaw).

60 (9-11): 1. Brandon Larson (Kaw).

80 BEG (12-16): 1. Eric Willis (Yam); 2. Chris Paulson (Hon).

80 (12-13): 1. Randy Clark (Yam).

80 (14-16): 1. Danny Carlson (Hon).

125 BEG: 1. Miguel Anderson (Yam); 2. Brant Hill (Yam).

125 NOV: 1. Corey Clayton (Hon); 2. Todd Clayton (Hon); 3. Tim Clayton (Suz).

125 INT: 1. Mike Cinqmars (Hon).

25 BEG: 1. Jermaine Calhoun (Hon); 2. Anthony Young (Kaw).

30 BEG: 1. Ty Larson (Hon); 2. Michael Hubbard (Hon).

30 NOV: 1. Scott Scarbrough (Hon).

40 NOV: 1. W.G. Wilson (Suz); 2. Jack Biery (Yam); 3. Jackie Longton (Yam).

Perry's number one at Firebird Road Race

By Michael Ross

CHANDLER, AZ, DEC. 2-3

Greg Perry's performance in the final round of CCS competition at Firebird Raceway has ensured that he will carry the CCS Southwest number-one plate on his ZX6R in 1996.

"I didn't think much about winning the number-one plate when the season started," said an elated Perry after Sunday's final sprint. "But as the season went on, everything just started to work out."

Perry had to borrow a bike from friend and fellow competitor Scott Willock just to compete in the first three events of the season because his Kawasaki had yet to be delivered, but after he took possession of the Kawasaki ZX6R, he never looked back.

The formula for Perry's success is the same one used last year by Dale Kieffer and for three years before by Stu Morrison, which was to race as many races as possible, win as many as possible and stay in the saddle at all costs. Perry used this formula on Sunday when he raced in seven classes, holeshot nearly every start and scored no lower than fourth in each race.

For 1996, Perry plans to team up with A.J. Ammann and race as many National Supersport events as possible.

Although it was Perry who took the number-one plate, it was Mark Miller who dominated the racing action at the last race of this season. Miller was simply untouchable. He won every race he entered by a huge margin and was the only rider to drop in the 1:11s all weekend. Miller also has plans for next season when he switches brands by virtue of a deal he landed with Team Suzuki Sport for two GSXR750s, and he has a new position as the Lockhart/Phillips Privateer Sponsorship Coordinator.

The weekend's racing got started on Saturday with the GTU solo enduro under blue sky and temperatures in the 70s, with CBR600 rider Rick Stratton banging bars all the way to the first turn with Bryan Chesser. Stratton was determined not to let the Aurora, Colorado, rider get away, but Stratton missed a shift and Cheeser took off. Stratton gave chase but crashed in turn five and was out of the race. Chesser won it going away over another Coloradan, Scott McRoberts.

Results

U/L SS: 1. Mark Miller (Kaw); 2. Greg Perry (Kaw); 3. Steve Jensen (Kaw); 4. A.J. Ammann (Yam); 5. James Cox (Yam).

H/W SS EX: 1. Mark Miller (Kaw); 2. Greg Perry (Kaw); 3. A.J. Ammann (Yam); 4. James Cox (Yam); 5. Fred Schell (Kaw).

H/W SS AM: 1. Mark Ledesma (Hon); 2. Chris Blockston (Kaw); 3. John Jewett (Hon); 4. Michael Klein (Hon); 5. Mike Murphy (Hon).

M/W SS EX: 1. Roger Heemsbergen (Hon); 2. Bryan Chesser (Hon); 3. Scott Willock (Hon); 4. Greg Perry (Kaw); 5. James Cox (Yam).

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L/W SS EX: 1. Jeff Leonard (Yam); 2. Leonard Kirschner (Yam); 3. David Stansel (Kaw); 4. Michael Hoppe (Yam).

L/W SS AM: 1. Joseph Camacho (Yam); 2. Thomas Chu (Yam).

H/W S/BK EX: 1. Mark Miller (Kaw); 2. A.J. Ammann (Yam); 3. Greg Perry (Kaw); 4. Tom Hull (Duc); 5. David Duprey (Suz).

H/W S/BK AM: 1. Chris Blockston (Kaw); 2. Juston Mires (Kaw); 3. Chris Sirizzotti (Suz); 4. Neal Hazelett (Suz).

M/W S/BK EX: 1. Scott Willock (Hon); 2. Greg Perry (Kaw); 3. Roger Heemsbergen (Hon); 4. Bryan Chesser (Hon); 5. John Morris (Yam).

M/W S/BK AM: 1. Mark Ledesma (Hon); 2. Joseph Demko (Kaw); 3. John Jewett (Hon); 4. William Gates (Hon); 5. Pat Targioni (Hon).

L/W S/BK EX: 1. Jeff Leonard (Yam); 2. Leonard Kirschner (Yam); 3. Michael Hoppe (Yam); 4. Brian Krett (Hon); 5. John Brooks (Hon).

L/W S/BK AM: 1. Gerald Reeves (Kaw); 2. Mark Lessac (Hon); 3. Joseph Camacho (Yam); 5. Mark DiPietro (Yam); 5. Thomas Hagan (Hon).

U/L GP: 1. Mark Miller (Kaw); 2. A.J. Ammann (Yam); 3. Greg Perry (Kaw); 4. Roger Heemsbergen (Hon); 5. Tom Hull (Duc).

M/W GP: 1. Roger Heemsbergen (Hon); 2. Bryan Chesser (Hon); 3. Greg Perry (Kaw); 4. John Morris (Yam); 5. Scott McRoberts (Kaw).

M/W GP AM: 1. Mark Ledesma (Hon); 2. John Jewett (Hon); 3. Joseph Demko (Kaw); 4. Pat Targioni (Hon); 5. Sammy Richards (Kaw).

L/W GP EX: 1. Troy Galloway (Hon); 2. Jeff Leonard (Yam); 3. Leonard Kirschner (Yam); 4. Michael Hoppe (Yam).

L/W GP AM: 1. Gerald Reeves (Kaw); 2. Mark DiPietro (Yam).

125 GP: 1. Troy Galloway (Hon).

H/W S/TW: 1. Tom Hull (Duc); 2. Rob Leatham (Duc); 3. David Hull (Duc); 4. David Stansel (Kaw).

H/W S/TW AM: 1. Vinnie Manaktala (Hon); 2. Robert Gonzales (Duc); 3. Timothy Juuhl (Duc); 4. Keith Nichols (Kaw).

L/W S/TW EX: 1. Blair Taylor (Kaw); 2. Brian Krett (Hon); 3. David Hull (Duc); 4. David Stansel (Kaw).

L/W S/TW AM: 1. Gerald Reeves (Hon); 2. Robert Gonzales (Duc); 3. Mike Magruder (Hon); 4. Edward Coons (Kaw); 5. Vinnie Manaktala (Hon).

SPTSMN EX: 1. David Stansel (Kaw); 2. John Brooks (Hon); 3. Blair Taylor (Kaw).

SPTSMN AM: 1. Gerald Reeves (Kaw); 2. Thomas Hagan (Hon); 3. Amanda Zielke-Park (Kaw).

SOLO GTO EX: 1. Mark Acosta (Suz); 2. Scott Boek (Hon); 3. Tom Krause (Kaw); 4. Michael Hoppe (Hon); 5. A.J. Ammann (Yam).

SOLO GTO AM: 1. Chris Blockston (Kaw); 2. Terry Krause (Hon); 3. Erik Miller (Suz); 4. Brian Poulson (Suz); 5. Frank Parenti (Hon).

SOLO GTU EX: 1. Brain Chesser (Hon); 2. Scott McRoberts (Kaw); 3. Mark Acosta (Suz); 4. John Glafke (Kaw); 5. Tom Krause (Kaw).

SOLO GTU AM: 1. Mark Ledesma (Hon); 2. John Jewett (Hon); 3. Francis Bizarro (Hon); 4. Terry Kruase (Hon); 5. Kyle McGill (Hon).

O/A EX: 1. Greg Perry (Kaw); 2. Michael Hoppe (Hon); 3. Jeff Leonard (Yam); 4. Rick Stratton (Hon); 5. Jim Cox (Yam).

O/A AM: 1. Joseph Demko (Kaw); 2. Mark Ledesma (Hon); 3. Caleb Montoya (Hon); 4. Robert Gonzales (Duc); 5. Terry Krause (Hon).

Kuhn capitalizes at SDR HS

By Kelvin L. Herrala

BELDEN HILLS, NY, DEC. 17

With a foot and a half of new snow and a large turnout of expert riders, things were bound to heat up at the Belden Hills off-road area during the SDR Hare Scrambles, and they did for Terry Kuhn.

When the green flag flew, so did a huge cloud of snow as Conrad Parshell got the holeshot followed by Craig Estelle, Kuhn and Doug Welch with several riders going down in the first turn. You could have thrown a blanket over the first four riders until halfway through lap four, when Kuhn stuffed his way past Estelle. Then, on lap six, he took the lead from Parshell only to lose it a short time later. But then on the final lap, Parshell's Yamaha ran out of gas in the woods, giving the lead and the win to Kuhn.

Future star Mike Williams turned in another beautiful ride in the 0-100cc Amateur class. The Mom & Dad/Terry Heath/Joe & Cheryl Swanson and Estelle Racing-sponsored Williams leads the class in points and wins. Matt Quick got the holeshot followed by Williams, Loomis and Strong. On the second lap Loomis went from third to first with a good line choice in the woods while Williams stayed in second place. On the third lap, Williams moved into the lead and never looked back, with Loomis and Quick trading positions on every lap for second place with Quick getting that honor.

Results

SR B: 1. Gary Lockwood (ATK); 2. Jeff Congden (KTM); 3. Michael Schultzer (Yam); 4. Richard Holbert (Suz); 5. James Jackson.

S/SR: 1. Joseph Arcesi (Hon); 2. Ronald Craig (Kaw); 3. Joseph Swanson.

201-250: 1. John Halford (Kaw); 2. Michael Casalle (Yam); 3. Joseph Arcesi (Hon); 4. Tim Jackson (Yam); 5. Heinrich Sander Jr. (Kaw).

VINT: 1. Kelvin Herrala (Oss); 2. Chester Rusiloski (Yam).

SR A: 1. Conrad Parshall (Yam); 2. Kelvin Herrala (Hon); 3. Doug Welch (Suz); 4. Anthony Masciarelli (Kaw).

INT/EX: 1. Kevin Brown (Hon); 2. Russell Bauer (Yam); 3. Marco Morello (Kaw); 4. Mark Holt.

EX: 1. Terry Kuhn (Suz); 2. Craig Estella (KTM); 3. Doug Welch (Suz); 4. Mike Green (Kaw); 5. Jeff Frutchey (Kaw).

0-100 AM: 1. Mike Williams (Hon); 2. Matt Quick (Hon); 3. George Loomis (Hon); 4. Harold Strong (Hon).

101-200: 1. Shane Livingston; 2. Jordan Jackson; 3. Jason Warner; 4. Derek Fairchild; 5. Michael Swan.

251-OPEN: 1, Gary Lockwood (ATK); 2. Kelvin Herrala (Kaw).

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/31 Shah Alam, Malaysia, Rnd 1
4/7 Sentul, Indonesia, Rnd 2
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
4/14 Misano, Italy, Rnd 1
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
5/19 Le Mans, France, Rnd 4
6/15 Monza, Italy, Rnd 5
6/30 Brno, Czech Republic, Rnd 6
7/21 Laguna Seca, USA, Rnd 7
8/4 Brands Hatch, England, Rnd 8
8/18 Sentul, Indonesia, Rnd 9
8/25 Sugo, Japan, Rnd 10
9/8 Assen, Holland, Rnd 11
10/6 Albaceta, Spain, Rnd 12
TBA Rnd 13
11/3 Phillip Island, Australia, Rnd 14

World Endurance Road Race Series
4/14 Le Mans, France, Rnd 1
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship Trials Series
4/13-14 Spain, Rnd 1
4/20-21 Great Britain, Rnd 2
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Cup Indoor Trials Series
1/6 Sheffield, England
1/13 San Sebastian, Spain
1/19 Toulouse, France
1/27 Andorra la Vella, Andorra
2/2 Le Canet, France
2/10 Barcelona, Spain
2/17 Paris, France
2/24 Madrid, Spain
3/1 Angers, France
3/2 Oviedo, Spain
3/8 Monaco Ville, Monaco
3/9 Vienna, Austria
3/30 Tokyo, Japan

Trials des Nations
8/31-9/1 Sweden

AMA Grand Nat'l C'ship Series
3/9 Daytona Beach, FL, Rnd 1
4/20 Pomona, CA, Rnd 2
5/4 Harrington, DE, Rnd 3
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 Hagerstown, MD, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/25 Goshen, IN, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IN, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
4/20 Pomona, CA, Rnd 1
5/4 Harrington, DE, Rnd 2
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/15 Dallas, TX, Rnd 5
6/22 Sedalia, MO, Rnd 6
7/6 Lake Odessa, MI, Rnd 7
7/14 Du Quoin, IL, Rnd 8
7/20 Hagerstown, MD, Rnd 9
8/10 Lincoln, NE, Rnd 10
9/1 Springfield, IL, Rnd 11
9/8 Syracuse, NY, Rnd 12
9/21 Knoxville, IN, Rnd 13
9/28 Sacramento, CA, Rnd 14
10/5 Pomona, CA, Rnd 15
10/13 Del Mar, CA, Rnd 16

AMA Supercross Series
1/13 Orlando, FL, Rnd 1
1/20 Minneapolis, MN, Rnd 2
1/27 Anaheim, CA, Rnd 3
2/3 Seattle, WA, Rnd 4
2/10 San Diego, CA, Rnd 5
2/24 Atlanta, GA, Rnd 6
3/9 Daytona Beach, FL, Rnd 7
3/16 Houston, TX, Rnd 8
3/23 Dallas, TX, Rnd 9
3/30 Indianapolis, IN, Rnd 10
4/6 Tampa, FL, Rnd 11
4/13 Pontiac, MI, Rnd 12
4/20 Charlotte, NC, Rnd 13
4/27 St. Louis, MO, Rnd 14
5/18 Cleveland, OH, Rnd 15

AMA Nat'l Championship 125/250cc Motocross Series
3/3 Gainesville, FL, Rnd 1
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder MX Series
3/24 Phoenix, AZ, Rnd 1
4/28 San Bernardino, CA, Rnd 2
5/5 Sacramento, CA, Rnd 3
5/12 San Bernardino, CA, Rnd 4
6/8 Ogden, UT, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shootout
10/20 Blountville, TN

AMA Superbike National Championship Series
3/7-10 Daytona Beach, FL, Rnd 1
4/19-21 Pomona, CA, Rnd 2
4/26-28 Monterey, CA, Rnd 3
5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
9/27-29 Chandler, AZ, Rnd 10
10/4-6 Las Vegas, NV, Rnd 11

North American Super Bike Series
2/17-18 Rosamond, CA, Rnd 1
3/1-3 Daytona Beach, FL, Rnd 2
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
2/17-18 Rosamond, CA, Rnd 1
3/1-3 Daytona Beach, FL, Rnd 2
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National C'ship Enduro Series
2/11 Wickenburg, AZ, Rnd 1
2/18 Coalinga, CA, Rnd 2
3/17 Forest Hill, LA, Rnd 3
3/31 Crosbyton, TX, Rnd 4
4/28 Wellston, OH, Rnd 5
6/23 West Greenwich, RI, Rnd 6
9/8 Canton, IL, Rnd 7
9/15 London, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National C'ship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3
6/8-9 Tillamook, OR, Rnd 4

AMA National C'ship Hare Scrambles Series
2/4 Hollister, CA, Rnd 1
3/24 Columbus, TX, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/21 Redding, CA, Rnd 4
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National C'ship Hare & Hound Series
1/28 Lucerne Valley, CA, Rnd 1
3/17 Murphy, ID, Rnd 2
4/13 Jericho, UT, Rnd 3
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

Grand National Cross Country Series
3/5 Ocala, FL, Rnd 1
3/24 Hickory, NC, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Crawfordsville, IN, Rnd 11
10/27 TBA, Rnd 12

AMA/NATC Nat'l Championship Trials Series
4/23 TBA, CA, Rnd 1
6/29-30 Mount Olive, IL, Rnd 2 & 3
7/6-7 Jasper, TN, Rnd 4 & 5
8/24-25 Donner, CA, Rnd 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

AMA Mid South Winter Hare Scramble C'ship Series
1/14 Lawrenceburg, TN
2/4 Columbia, TN
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centervile, TN
3/24 Cadiz, KY

Championship Cup Pro-Am Series
Florida Region
2/3-4 Bloomingdale, GA
2/17-18 Palm Beach, FL
3/1-3 Daytona Beach, FL
3/17 Palm Beach, FL
3/29-31 Braselton, GA
4/29 Palm Beach, FL
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
3/23-24 Topeka, KS
4/20-21 Grattan, MI
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mt. Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
3/23-24 Topeka, KS
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
2/3-4 Bloomingdale, GA
3/16-17 Talladega, AL
3/29-31 Braselton, GA
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
3/23-24 Topeka, KS
4/13-14 Rockton, IL
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
4/6-7 Loudon, NH
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
*8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
*8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
2/3-4 Bloomingdale, GA
3/1-3 Daytona Beach, FL
3/16-17 Talladega, AL
3/29-31 Braselton, GA
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/10-11 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
2/24-25 Las Vegas, NV
3/23-24 Phoenix, AZ
4/27-28. Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series
South Central Region
2/17-18 Monterrey, Mex.
3/16-17 College Station, TX
4/13-14 Henderson, TX
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
2/24-25 Talladega, AL
3/16-17 Faulkville, GA
3/23-24 Braselton, GA
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
3/30-31 Clermont, IN
4/6-7 Grattan, MI
4/20-21 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mt. Meridian, IN
7/6-7 Mt. Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mt. Meridian, IN

Northeast Region
3/23-24 Braselton, GA
4/13-14 Summit Point, WV
4/20-21 South Haven, MI
6/1-2 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
2/24-25 Talladega, AL
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
9/28-29 Mt. Meridian, IN

Southwest Region
1/6-7 Las Vegas, NV
2/3-4 Las Vegas, NV
3/30-31 Las Vegas, NV

WERA National Challenge Series
3/29-31 Las Vegas, NV, Rnd 1
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mt. Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA National Endurance Series
3/30 Las Vegas, NV, Rnd 1
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mt. Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
6/7-9 Hallett, OK, Rnd 1
8/31-9/1 Hallett, OK, Rnd 2

SERA Hare Scrambles Series
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

SETRA Championship Hare Scrambles Series
1/7 Greensboro, GA
1/21 Pine Mountain, GA
2/4 Willington, SC
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
1/14 Charleston, SC
1/28 Wedgefield, SC
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

AMA Nat'l Arenacross Series
1/5-7 Ft. Worth, TX
1/12-14 Oklahoma City, OK
1/19-21 Niagara Falls, NY
1/26-28 Topeka, KS
2/2-4 Winston-Salem, NC
2/9-11 Milwaukee, WI
2/16-18 Cincinnati, OH
2/23-25 New Haven, CT
3/1-3 Denver, CO
Info 817/626-7297

AMA Texas Hare Scramble Series
1/7 Montgomery, TX
1/21 Ft. Hood. TX
2/4 Waco, TX
2/18 Sublime, TX
3/17 Ft. Hood, TX
3/24 North Columbus, TX
4/14 High Grove, TX
4/28 Ft. Hood, TX

AMA/District 37 Grand Prix Series
2/3-4 Adelanto, CA
3/2-3 San Bernardino, CA
4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

FTA Trials C'ship Series
1/14 Crooms, FL
2/4 Hernando, FL
3/2-3 Crooms, FL
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
2/11 Reddick, FL
2/18 Orlando, FL
2/25 Ona, FL
3/24 Dade City, FL
3/31 Dania, FL
4/14 Orlando, FL
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
2/4 Orlando, FL
3/10 Orlando, FL
4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
1/20 Orlando, FL
2/13 Orlando, FL
2/24 Orlando, FL
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida MC Dealers Series
1/20 Orlando, FL
2/13 Orlando, FL
2/24 Orlando, FL
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

WSMC Road Race Series
1/21 Rosamond, CA
2/18 Rosamond, CA
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
4/13-14 Idaho Falls, ID
4/27-28 Marysville, CA
TBA Boise, ID
5/25-26 TBA, WA
6/1-2 Edmonton, AB, Can.
6/29-30 TBA, Can.
7/27-28 Albany, OR
8/31-9/1Fernley, NV

Motorcycle Asphalt Racing Series
3/5 Barberville, FL
5/20 Myrtle Beach, SC
6/9 Columbus, OH
6/21 Richmond, VA
8/18 Asheboro, NC
9/29 Asheville, NC
10/27 Kenly, NC
10/28 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
3/30-31 Hurricane Mills, TN
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mt. Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
1/13-14 Ridgecrest, CA
1/27-28 Palm Springs, CA
2/10-11 Laughlin, NV
3/3 Temecula, CA
3/17 San Bernardino, CA

3/30-31 Big Bear Lake, CA
4/13-14 Newhall, CA
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
6/8-9 Lake Isabella, CA
6/15-16 Independence, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
11/29-30 LA-Barstow-Las Vegas
12/1 Las Vegas, NV
12/29 Mojave, CA
Info 818/249-2141
*National Trail Ride Series event
Info 818/249-2141

CMC Golden State MX National Series

South Region
1/14 Gorman, CA
1/21 San Jacinto, CA
2/4 Palmdale, CA
2/18 Ramona, CA

North Region
1/7 Marysville, CA
1/21 Sacramento, CA
2/4 Chico, CA
2/18 Carson City, NV

Pacific Northwest Region
1/21 Salem, OR
2/11 Salem, OR

Final Showdown
3/2 Gorman, CA
3/3 Gorman, CA
Info 714/367-1141

GFI Winter Series

South Region
1/7 Perris, CA
1/21 Palmdale, CA
2/4 Perris, CA
2/18 San Bernardino, CA
3/3 Perris, CA
3/24 Perris, CA

North Region
1/14 La Grange, CA
1/28 Sacramento, CA
2/11 La Grange, CA
2/25 Hollister, CA
Info 909/684-6996

JANUARY

S	M	T	W	T	F	S
	1	2	3	4	5	6
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28	29	30	31			

FEBRUARY

S	M	T	W	T	F	S
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25	26	27	28	29		

• DENOTES PRO PAYBACK

Jan 12-13

• IOWA INDOOR SHORT TRACK - Motorsports of America, Five Seasons Center, Cedar Rapids. Info: 800/544-8714.

Jan 12-14

• NORTH CAROLINA INDOOR SHORT TRACK - Motorsports of America, Cumberland County Civic Center, Fayetteville. Info: 800/544-8714.

• OKLAHOMA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Lazy E Arena, Oklahoma City. Info: 817/626-7297.

• TEXAS INDOOR SHORT TRACK - Motorsports of America, Vintage Pro Bike Indoor Winter Series - Part II, Multi Events Center, Wichita Falls. Info: 800/544-8714.

Jan 13-14

CALIFORNIA DUAL SPORT RIDE - AMA/D-37 Dual Sport/California Trail Rides, 7th Annual Hi Desert 250, Ridgecrest. Info: 714/992-9291.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion Fairgrounds Coliseum, Marion. Info: 614/596-2057.

WISCONSIN ICE RACE - CWIRA/Ernie Steger, Sat - no points/Sun - points, 1/2 mile oval, Langlade Co. Fairgrounds, Antigo. Info: 715/623-3693.

Sat, Jan 13

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 9, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of N.Y. Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 14

• ARIZONA MOTOCROSS - Cerbax Motorsports, Kingman. Info: 520/757-7438.

CALIFORNIA HARE & HOUND - Jackrabbits M.C., Best of the West, Red Mountain. Info: 310/493-6990.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA GRAND PRIX - CRC, Happy New Year G.P., L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, LaGrange. Info: 209/673-8080.

• CALIFORNIA MOTOCROSS - AMP, Oatfield Raceway, Turlock. Info: 209/667-7109 or 209/541-0860.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Warners Lake, E. Bernie. Info: 518/374-7979 or 518/274-4318.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotions, 13th Annual Caroline Winter Series, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873.

TEXAS MOTOCROSS - Greenville Motocross Park, Greenville. Info: 903/450-0017.

• WASHINGTON INDOOR SHORT TRACK - Ray Jackson/Washington Flat Track, Clark County Fairgrounds, Vancouver. Info: 503/246-0428.

Fri, Jan 19

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

Jan 19-20

• NORTH CAROLINA MOTOCROSS - AMA/Victory Sports Racing, WNC Ag Center, Fletcher. Info: 615/323-5497.

• SOUTH DAKOTA INDOOR SHORT TRACK - Motorsports of America, Sioux Falls Arena, Sioux Falls. Info: 800/544-8714.

Jan 19-21

GEORGIA SHOW - The Great Southern Motorcycle Show, North Atlanta Trade Center, Norcorss. Info: 770/279-9899.

• NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Series, Niagara Falls Convention Center, Niagara Falls. Info: 817/626-7297.

• OHIO ARENACROSS - CRA/Faircross Promotions, Summit County Fairgrounds, Akron. Info: 216/948-1478.

• TEXAS INDOOR SHORT TRACK - Motorsports of America, Oil Palace, Tyler. Info: 800/544-8714.

Jan 20-21

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 7 & 8, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

• CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

MICHIGAN ICE RACE - AMA/Polka Dots M/C Inc., Albright Shores. Info: 517/662-2599.

• MICHIGAN ICE RACE - AMA/N.I.C. Inc., Kold & Kutter Shootout, Albright Shores. Info: 517/662-2599 or 517/777-5470.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

Sat, Jan 20

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 10, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - ProSports USA, Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of N.Y. Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 21

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Stanfield. Info: 602/582-2294.

• CALIFORNIA MOTOCROSS - CRC, GFI Winter Series. L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series-South - Rnd 2, L.A. County Raceway, Palmdale. Info: 909/684-6996.

IOWA SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza, Iowa State Fairgrounds, Des Moines. Info: 319/462-6011.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 1-man/2-hour, Silver City, Sterling. Info: 316/942-6527.

• KENTUCKY MOTOCROSS - KTMXA, Season opener, Lakeland MX, Cadiz. Info: 502/886-8564.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Warners Lake, E. Bernie. Info: 518/374-7979 or 518/274-4318.

• NORTH CAROLINA MOTOCROSS - Sportman's Moto-x Park, Jacksonville. Info: 910/577-5850 or 910/938-1346.

OHIO SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza, Toledo Sports Arena, Toledo. Info: 319/462-6011.

• WISCONSIN ICE RACE - CWIRA/Country Sports, Nepco Lake, Wisconsin Rapids. Info: 715/325-5381.

Jan 26-27

• TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, Calsonic Arena, Shelbyville. Info: 423/323-5497.

Jan 26-28

• KANSAS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Kansas Expo Center, Topeka. Info: 817/626-7297.

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MOTOCROSS PRACTICE EVERY SATURDAY 8:00AM Till 1 PM
Please Call to Confirm Practice & Race Dates & Times
(909) 880-3090 Ext.4
Sunday, January 14th — Blockbuster MX Series Rd #1
Sunday, January 21st — SRA Gran Prix
Sun., January 28th — Blockbuster MX Series Rd. #2
MX Event of the Year May 12, 1996
The SHOEI 125/250 AMA MX National
Amateur Day - Sat., May 11, 1996

TULARE CYCLE PARK
Tulare, CA
Event Calendar
Saturday, January 20
Open MX Practice
SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

Want Ad information - (310) 427-7433

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GFI RACING (909) 684-6996
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Sat., Jan.13	GFI Saturday Practice Day (8am-1pm)	Perris
Sun., Jan 21	GFI Winter Series Round 2*	L.A.C.R.
Sat., Jan. 27	GFI Saturday Practice Day (8am-1pm)	Perris
Sun., Feb. 4	GFI Winter Series Round 3*	Perris

* Honda, Kawasaki, Suzuki & Yamaha Contingency Programs

GNC Int'l. MX Finals
March 15-16-17, 1996
(Nat'l. Semi-Final qualifier March 14th)
Lake Whitney, Texas
Call: 817-694-2901
GNC MOTOCROSS

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(310) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

CRC California Race Schedule
100% PRO PAYBACK

Sun., Jan. 14	CRC GP "Happy New Year G.P."	L.A.C.R.
Sun., Jan. 21	GFI/CRC Winter Series	L.A.C.R.
Sun., Jan. 28	CRC MX	L.A.C.R.
Sun., Feb. 4	CMC/CRC Golden State Series	L.A.C.R.

Practice Every Saturday Starting Jan. 13, 1996
Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

SRA GP California Schedule
Members — Non Members
Sunday, January 21
Glen Helen
Info (714) 957-2985

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(810) 673-3366 (810) 673-8144 FAX
UPS Daily

AMP
Saturday, January 27 — Hollister Hills — Open Practice
Sunday, January 28 — Hollister Hills — Motocross Race
(415) 587-8678 (209) 541-0860
Motowest Racing Ent.

INDOOR RACES

18 TH ANNUAL

MOTORAMA ASSOC.

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FEBRUARY 23, 24, 25 1996

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Supercross-
Short Track-2 & 4
Wheel cycles-Micro sprints
#___Observed Trials
Bikes & Cycles
#___Go Kart Racing on concrete
#___Remote control off-Road racing

Name_____ Phone ( )_____
Street_____
City_____ State_____ Zip_____

Send today! Deadline for pre-entry and advanced tickets February 7

MOTORAMA ASSOC.
100 Speedway Lane,
Hanover, PA 17331

INFORMATION MONDAY THRU FRIDAY 8:30-4:00

(717) 359-7056

THANKS

To Mark Johnson, Ron Heben and the entire Team Green Staff, Mitch Payton, Bones Bacon, Jim Perry and the Pro Circuit Staff. Thanks to my family, friends and all my sponsors for helping me reach my goals in 1995.

Brock Sellards

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C.T.i. Knee Braces
MXA Graphics
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All Sport Ankle Braces
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San Pedro, CA 90731
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CAL-ZONA
Vintage Motocross
Sun., Jan. 28 Carlsbad, CA
Sun., Feb., 18 Canyon Raceway, AZ
(619) 744-8052 John or (602) 966-0101 Dave

OVER the HILL GANG
Saturday, January 20th
Perris
(Over The Hill Gang Only Race)
The Ultimate 30+ Vet MX Club Info: (310) 864-6875

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Saturday & Sunday 9AM to 5PM
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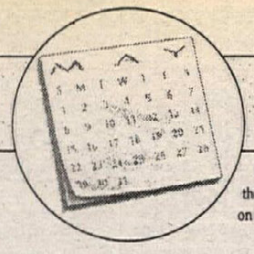
(209) 673-8080
GFI Racing North

Sun., Jan. 14	Northern GFI Winter Series	LaGrange
Sun., Jan. 28	Northern GFI Winter Series	Prairie City, Sacramento
Sun., Feb. 11	Northern GFI Winter Series	LaGrange
Sun., Feb. 25	Northern GFI Winter Series	Hollister Hills



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Jan 27-28

CALIFORNIA DUAL SPORT RIDE - AMA/D-37 Dual Sport/Team Dual Dogs, 2nd Annual Palm Springs Desert Canyon Tour, North Palm Springs. Info: 818/701-1913.

Sat, Jan 27

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 11, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of N.Y. Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 28

ARIZONA MOTOCROSS - Cal-Zona II Vintage Motocross - California vs. Arizona, Canyon Raceway, Peoria. Info: 602/966-0101 or 619/744-8052.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, Prairie City SVRA, Sacramento. Info: 209/673-8080.

CALIFORNIA HARE & HOUND - AMA/D-37/Desert M.C., National Hare and Hound, Lucerne Valley, Lucerne. Info: 909/678-0419.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

IOWA SHOW - J&P Promotions, 16th Annual M/C Parts Extravaganza, Downtown River Center, Davenport. Info: 319/462-6011.

CALIFORNIA HARE & HOUND - AMA/Desert M/C, National Hare and Hound Series, Lucerne. Info: 909/865-3935.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotions, 13th Annual Caroline Winter Series, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• WISCONSIN ICE RACE - CWIRA/Monster Hal Campground, Unity. Info: 715/223-4336.

Fri, Feb 2

• GEORGIA INDOOR SHORT TRACK - Motorsp[illegible] Forum, Rome. In[illegible]/544-8714. CANCELED

Feb 2-4

• NORTH CAROLINA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Veterans Memorial Coliseum, Winston-Salem. Info: 817/626-7297.

Feb 3-4

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds. 9 & 10, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

CALIFORNIA GRAND PRIX - AMA/D-37/Desert Vipers, 16th Annual Adelanto Grand Prix/1996 Big Six G.P. Series, Adelanto. Info: 714/779-5313.

Sat, Feb 3

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 12, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEBRASKA INDOOR SHORT TRACK - Motorsports of America, Vintage Pro Bike Indoor Winter Series - Final Round, Buffalo Co. Expo Center, Kearney. Info: 800/544-8714.

Sun, Feb 4

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Oakflat. Info: 602/582-2294.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA HARE SCRAMBLES - AMA/P&J Promotions, National Hare Scrambles Championship Series, Hollister. Info: 408/249-4336.

• CALIFORNIA MOTOCROSS - CRC, CMC Golden State Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series-South - Rnd 3, Perris Raceway, Perris. Info: 909/684-6996.

• FLORIDA MOTOCROSS - ProSports USA, Florida Vet Championship Series, Orlando MX Park, Orlando. Info: 407/359-9260.

ILLINOIS SHOW - J&P Promotions, 15th Annual M/C Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

• KANSAS MOTO/SCRAMBLES - K.O.R.R. Championships, Silver City, Sterling. Info: 316/942-6527.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• MINNESOTA ICE RACE - CWIRA, Winona. Info: 507/452-1101.

• NEBRASKA INDOOR SHORT TRACK - Motorsports of America, Buffalo Co. Expo Center, Kearney. Info: 800/544-8714.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Lake George. Info: 518/374-7979 or 518/274-4318.

• TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Columbia. Info: 615/859-0873.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Interstate Hare Scrambles Series, Lowland, Morristown. Info: 423/323-5497.

• TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Renegade, Post. Info: 800/55-TSCEC.

Feb 9-11

• WISCONSIN ARENACROSS - AMA/Mike Kidd Promotions, National Series, Mecca, Milwaukee. Info: 817/626-7297.

WISCONSIN SHOW - J&P Promotions, 14th Annual M/C Parts Extravaganza and Super Series Bike Show, Mecca Convention Center, Great Hall, Milwaukee. Info: 319/462-6011.

Feb 9-10

• NORTH CAROLINA MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, WNC Ag Center, Asheville. Info: 423/323-5497.

Feb 10-11

NEVADA DUAL SPORT - AMA/Tour n' Trail/Team Loomis, AVI Hotel and Casino, Laughlin. Info: 818/890-2209.

Sat, Feb 10

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arena-cross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 13, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - ProSports USA, Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date:_____

Type of event:_____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club:_____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( )_____

Your name: _____

RESULTS

Motocross
Central Ohio Competition Riders Motocross
By Rupert F. Pellett
Sugar Grove, OH
Nov. 5

50 (4-6)
Ryan Reedy KTM
Matt Spaulding LEM
Andy Schatzel Yam
Terry Terrell Yam
Ryan Ivers Yam
50 (7-8)
Joey Pellett Cob
Terry Auten Cob
Michael Roberts KTM
65
Derek Sturgell Kaw
Michael Willard Kaw
Terry Auten Kaw
Joey Pellett Kaw
Okey Johnson Kaw
80 JR
Derek Sturgell Kaw
Andy Willard Hon
David Herb Kaw
Richie Robinson Kaw
Okey Johnson Kaw
80 SR
Jeff Gibson Kaw
Dave Whitcraft Suz
C.J. Leach Yam
Scott Kuchler Kaw
Dustin Cottrill Suz
SCHBY
Chris Berry Yam
Jeff Gibson Kaw
Scott Kuchler Hon
David Whitcraft Hon
Jeremy Caudill Yam
17-24
Joey Belmont Kaw
Billy Demastry Hon
Pat Thrall Hon
Ryan McHale Hon
Adam Johnson Hon
25+
Richard Robinson Hon
Jeff Flora Hon
Brad Hess Hon
James Gnauman Yam
Jim Atwood Kaw
30+
Richard Robinson Hon
Phil Pummell Kaw
Brad Hess Hon
Jim Atwood Kaw
Rick Russell Hon
125 A
Tommy Collier Hon
Lenny Baker Suz
Steve Cross KTM
Chris Berry Yam
Adam Johnson Hon
125 B
Charles Dunaway Kaw
Pat Thrall Hon
Scott Shafer Suz
Jeremy Primmer Yam
Shaun Kuchler Hon
125 C
Chris Smith Suz
Jeremi Turner Suz
D.L. Lugenbeel Suz
Doug Gall Suz
Tony Crum Suz
250 B
Charlie Dunaway Kaw
Billy Demastry Hon
Jeff Flora Hon
David Puckett Suz
Ryan McHale Hon
OPEN B
Larry Shumaker Yam
Tim Root Yam
Tim Linger Hon
James Miller Hon
Randy Pettit KTM

Cross Country
Texas Cross Country Racing Assn.
1995 Final Standings
By Darryl Smith

PRO
Clay Hoenshell
Dean Lane
Donnie McMillon
Todd Tarver
Brent Nalley
AA EX
Mike Abbott
Eric Hess
Tom Robinson
David Culpepper
David Garner
OPEN EX
Jim McQueary
Robert Smith
Don Henson
Leroy Schmidlkofer
Todd Gleaves
250 EX
Jeremy Ahlman
Donnie Cluck
Marty Ishmael
Conway Kerico
Vernon Davidson
200 EX
Joe Bill Pyle
Tim Gillis
Lance Crawford
Rick Yale
Tommy Allen
125 EX
Randy Sawyer
Brian Barnes
Scott Sims
Philip Reiter
Shannon Butler
30+ EX
Dana Wright
Robert Gallegos
Robert Andrews
Todd Holder
David Koontz
38+ EX
Frank Shacklee
Don Fitzsimmons
Eddie Gillis
Sam Baker
Howard Butler
45+ EX
Loyd Morgan
Dusty Tower
Gene Pannell
Freddie DeJarneatt
Bob Ballard
50+ EX
Bill Fleming
Hazen Smith
Dave Burnap
Larry Perry
Dwight Leatherwood
4-STRK EX
Kenny Vowell
Tom Ehmke
Courtney Christian
Clay Mooney
Don Ehmke
250 INT
Ricky Lambert
Michael Riley
Todd Hutson
Jimmy Williams
Clint McBride
125 INT
Mark Weeks
Aaron Gay
Dwayne Gensler
Wesley Jordan
Brady Snow
30+ INT
John Dieb
Marty Cathey
Billy Dasinger
Larry Preston
John Essinger
38+ INT
Ronald Mullen
Wayne Williams
Mike Horton
Curt Larsen
Ron Miller
+45 INT
Tim Anstice
David Stevens
Don Cannon
John Miera
John Davenport
OPEN AM
Joe Holmberg
Terry Wilson
Brant Stovall
Dwayne Violet
Brian Hoffman
250 AM
Tom Moran
Kirk Grynwald
Brian Fisher
Jeff Turner
Danny Souder
200 AM
John Weber
Floyd Thomason
Matt Panter
Tony Byrne
Harold Cooke
125 AM
Jason Baber
Eugene Cecil
Darren Rogers
Danny Creasy
Joe Wes Everheart
30+ AM
Gregg Royar
Roddy Gray
Ace Burt
Wesley Yeargun
Kevin Lewellen
38+ AM
Glenn Barajas
Bud Howard
Mary Ballard
Michael Brown
Marty Sanders
45+ AM
Jim Lowrimore
Earl Walker
John West
John Petton
John Johanson
50+ AM
Dale Little
Max Brand
Gary Ratliff
Munroe Denison
Joe Britain
4-STRK AM
Danny Flowers
Dale Shields
Phillip Gentry
Tim Cruce
James Shires
WMN EX
Mary Ballard
Christy Talbert
Shelly McMillon
Gayle Culpepper
Shelly Dixon
WMN AM
Alice Flowers
Rocky Still
Linda Mitchell
Kay Butler
Trina Anthony
MINI EX
Eric Hillhouse
Jeremy Butler
Jeremy Weeks
Bryan Miller
Chris Dejarneatt
MINI AM
Brandon Walton
Nathan Eads
Adam Little
Luke Johns
Geoff Speed
100 EX
Matt Grubb
Tracy Traweek
David Penney
Chris Jones
Danny Druxman

Motocross
1995 Ohio County Fairs Motocross Championship Series Final Standings
McArthur, OH
By Rupert F. Pellett

125 PRO
Eddy Turner
Billy Hart
Scott McMillin
John Sims
Mike Blair
250 PRO
Eddy Turner
Mike Blair
J.D. Collins
Dickie Hoy
Billy Hart
MICRO (4-6)
Billy Sprankle
Blaine Wilson
Zach Ames
John Ramey III
Chris Thompson
MICRO (7-8)
Okey Johnson
Carl Custard
Mike Roberts
Kyle Preston
Michael Willard
65
Gavin Gracyk
Chris Whitcraft
Dustin Cottrill
David Whitcraft
Jared Gabriel
80 JR
Gavin Gracyk
Chris Leadbetter Jr.
David Whitcraft
Chris Whitcraft
Dustin Cottrill
80 SR
C.J. Leach
Derrick Hubbard
Josh Joan
Jeremy Caudill
Nathan Dickerson
125 C
Adam Smith
Randy Vanwagner
Kenny Garcia
Harold Goings
D.L. Lugenbeel
125 B
Charlie Dunaway
Tony Robinson
Mark Burkhart
John Vanhorn
Robert Welch
250 B
Charlie Dunaway
Bill Reiss
Rick Custard
Jim Witteman
Jeromi Pell
250 C
Brandon Mather
Kristain Halley
Eric Traynor
Jeff Berens
Rodney Weaver
25+
Bill Reiss
Gerry Bennett
Rick Custard
Rick Lehman
Dick Spangler
30+
Bill Reiss
Gerry Bennett
Rick Custard
Rick Lehman
Dick Spangler
40+
Jim Adams
Gerry Bennett
John Bush
Tim Root
Larry Shumaker
WMN
Kim Leach
Tiff Reed
Melissa Taylor
Crystal Williamson
Stephanie Ames
OPEN B
Jim Witteman
Tim Linger
Scott Thompson
Mark Cales
Steve Anneshansley
17-24
Charlie Dunaway
Jeromie Pell
Randy Vanwagner
D.L. Lugenbeel
Shane Meadows
SCHBY
Adam Smith
Mark Burkhart
Kenny Garcia
Tony Robinson
Nathan Dickerson

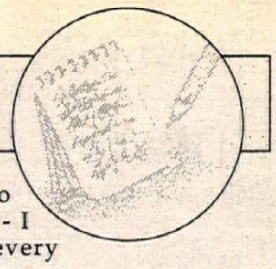
Motocross
AMA District 11
1995 Final Points Standings
By Rupert F. Pellett

50 (4-6)
Billy Sprankle
Zach Ames
Ryan Reedy
Chris Thompson
Tanner Reed
50 (7-8)
Kyle Preston
Michael Willard
Okey Johnson
Joey Pellett
Tyler Grubb
65
Chris Whitcraft
Dustin Cottrill
David Whitcraft
Derek Sturgell
Michael Willard
MINI JR
Chris Whitcraft
David Whitcraft
Dustin Cottrill
Derek Sturgell
Andy Willard
MINI SR
C.J. Leach
Jeff Gibson
Scott Kuchler
Shaun Kuchler
David Whitcraft
125 SCHBY
Mark Burkhart
Chris Berry
Jason Frecker
Jeff Gibson
Rob Welch
25+
Gerry Bennett
Eric Wentworth
Bill Reiss
Mike Morgan
Richard Robinson
30+
Gerry Bennett
Richard Robinson
Phil Pummell
Bill Reiss
Jon Schmitz
40+
Gerry Bennett
Larry Shumaker
Jim Adams
Larry Evener
Tim Root
125 A
Jason Frecker
Mike Blair
J.D. Collins
Josh Steel
Chuck Reed
250 A
Mike Blair
Mike Morgan
J.D. Collins
Josh Steel
Chuck Reed
125 B
Charlie Dunaway
Scott Shafer
Mark Burkhart
Chris Kuhn
Joe Barney
250 B
Charlie Dunaway
Dallas Avery
Billy Demastry
Adam Campbell
Troy Swartz
125 C
Bub Thomas
Harold Goings
Adam Smith
Jeremi Turner
D.L. Lugenbeel
250 C
Jim Wills
Rick Russell
Robert Scouten
Brandon Mather
Jim Chapman
OPEN B
Eric Wentworth
Mark Christian
Larry Shumaker
Scott Thompson
Barry Ogan

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

Roy Janson INTERVIEW

Continued from page 21



quickly. Maybe it's time now for a Damon Huffman or a Ryan Hughes or any of these other aggressive young guys to step up. That would be good because we need to improve the competitiveness.

What about diversifying the series? People talk about the good old days of supercross racing, back when we had Larry Huffman announcing the race on a John Savitski-built track with Doug Domokos riding wheelies all over the place. There were long-jumping contests in the middle of the heat races and over-under bridges and all that other stuff. Maybe you've got too much continuity today. Maybe you need to put a different face on some of these races.

That's a good point. In traditional sports, the longer you stay as you are, the more difficult it becomes to keep yourself fresh. I think that that's one of the problems that we face - maybe our product has become a little bit stale and we need to spark it up a little bit. We are looking back at what we've done to see what was successful in the past. You mentioned Doug Domokos - we've contacted Doug about a couple of events for this year. We want to bring him back to recharge the spectators that have enjoyed his performances.

How about the guy who used to crash a burning bike into a car and jump into a stack of boxes?

(Laughs) We actually do a number of those stunts at SRO and PACE thrill shows where we do all sorts of acts like that, so we're very familiar with the theatrics of other types of motorsports, but we've been reluctant to bring them into supercross for fear that we are trivializing the sport. We don't want to detract from the high-quality sport that we have. As an example, baseball reinvented itself this year by adding another division and a playoff. There was a lot of controversy about whether it was going to improve baseball but anyone who saw the playoffs this year knows that they were a great deal more interesting. It's important in sports to make minor adjustments that don't detract from the program but still freshen it up a little bit. We have been talking to the great minds of this business to hear suggestions that they might have.

Hey, you know what might be cool is to have some kind of mascot entertaining the crowd between races, kind of like baseball and basketball and hockey and all these other sports have. Maybe have someone dress up like a bear or something and ride around during the intermissions. I wish it could be Evel Knievel or something! In other sports a guy in a buffalo suit jumps off a trampoline and dunks a basketball through a ring of fire and people love it. Maybe that's something to look into.

Yes it is. Other sports traditionally have an All-Star game, which is another thing that we don't have because all of our events are All-Star games. Maybe finding one event that stands out from all the others might be a way to draw some attention to what it is we do. We're truly interested in any good ideas out there and we are constantly in discussion with the AMA about ways to improve this activity.

What if any *Cycle News* readers have any suggestions? Can they send them on over?

We would hope that they would. We've talked about whether it was feasible or not to allow fans to design the tracks or obstacles based on what they want to see. Write to me at PACE/Supersports, 9770 16th Street North, St. Petersburg, Florida, 33716. Send them to my attention - I respond to every letter I get.

Are the troubles over?

I think that maybe the troubles were overstated as far as what the world's perception of the difficulties were reported. We have a good relationship with the AMA and a history that goes back 25 years. But in any relationship there's problems, but I think that our future is bright. We've signed a seven-year deal that takes us well into the next century and with that sort of stability it creates an environment where we can do good things.

We have a strong tradition in supercross of great competition and strong tradition of developing top-quality athletes that become quite famous. We think that tradition is going to be maintained based on the strength of our program today - we don't think that it's ever been stronger. We enjoy good crowds and the very best buildings you could ask for in this sport. I think we're actually doing a lot better than we sometimes get credit for.

Obviously a lot of people love the sport of supercross but simply felt that the infrastructure needed a little tuning.

Everyone goes through adjustment periods. They have strikes in major league sports all the time. I don't think that any type of professional entertainment is immune to occasional difficulties. The challenge is how to deal with those difficulties and getting back on track.

With the AMA question settled, what's the biggest challenge facing the sport today?

In the old days, when we could tell that motorcycling was a growth activity selling a million or so units a year it was possible to sell tickets just to motorcyclists and fill up the building. Nowadays motorcycle sales are about a quarter of what they were 15 years ago and we don't have the strength of the marketplace in sheer numbers of people. The challenge is to demonstrate to the non-motorcycling public that this is a great sport that is worthy of their attention. We want to get the casual spectator out there to see our sport. We know we are effective in letting motorcyclists know what we do; we need to get our message out to the general sportsman. We want a full house of spectators and send them home having seen a good show. And we want to give our guys the recognition they rightly deserve for being the great athletes and performers that they are.

Finally, what is Roy Janson's role in the future of supercross?

Technically, I am the Director of Supercross for SRO Motorsports and PACE/Supersports. What I do is the behind-the-scenes organization of those aspects of racing that do not involve competition. The AMA is responsible for all of the parts of racing that deal with riders and mechanics - I oversee the nuts-and-bolts of the actual event. I see that the facility is rented and in place, the track is constructed, the hay bales are there, whatever. I'm an operations guy that deals with operations-type issues. Once the race gets under way, I get to sit back a little bit and watch the show while the AMA oversees the competition. It's a big change from my old job at the AMA where I was not involved in promotional activities but strictly the competition. I've had a unique opportunity to view this sport from both sides of the fence. There's no place I'd rather be on a Saturday night. CN

WANT ADS

HELP WANTED

Salesperson Wanted
Everett Honda Sea-Doo, Everett, WA has an immediate opening for an experienced sales person. Excellent benefits top pay. Contact Thad (206) 347-4545. WA. (249-02)

Sales Manager Trainee
Has your present job peaked out? Do you have experience with a large volume dealer as a sales/F&I person? This multi-line motorcycle watercraft dalership has the right long term opportunity for you and will help with relocation expenses. We must replace a senior staff member that past away. If you are not sure if you qualify call us anyway. Whittier Fun Center. Contact Bob Beck (310) 945-3494. CA. (250-05)

Service Parts Sales
Professionals needed for several key positions in Orange County. Fax resume to Victor (714) 645-3251. No phone calls please. CA. (250-04)

Sales, Parts, Technicians
The largest multi-line motorcycles, pwc, atv and auto dealership in the valley. Exciting and long term growth opportunity with excellent benefits ins. 401K, paid vacations. Retail experience and basic knowledge of motorcycle, atv, and pwc is desired. Contact Darlene Kawasaki at Clawson Motorsports, 6334 N. Blackstone, Fresno, CA 93710. (209) 435-5020 or fax resume and pay schedule (209) 431-0605. CA. (301-02)

Technician Wanted
Fast growing So. California Yamaha dealership is seeking full-time experienced service technician. Must own tools and have knowledge of factory repair methods. Apply in person at Yamaha of Burbank, 1801 W. Burbank Bl., Burbank, CA 91506 or contact Al at (818) 845-8738. CA. (201-02)

Mechanic Wanted
To work in an exclusive BMW dealership in San Diego. BMW experience preferred. Call Polly (619) 286-1971. CA. (301-02)

Sales Person Wanted
Northern Washington dealer needs one new person. Brand new store being built along side I-5. Will be expected to handle all aspects of the sales department. Excellent pay and growth potential with this new location. Skagit Valley Yamaha, Kawasaki. Fax resume (360) 428-0329 or call Bill (360) 428-7714. (201-02)

Mechanic - Florida Earn 50K Plus
Busy motorcycle/watercraft dealership has full-time position open for experienced mechanic. Work in modern air-conditioned shop. Authorized dealer for Honda Yamaha Suzuki Kawasaki Sea-Doo. Top pay, 5 day work week and benefits. Will help with moving expenses for right person. Send resume to: Cycles of Palm Beach, 2353 N. Military Trail, W. Palm Beach, FL 33409 or fax to Pat at (407) 683-1877. FL. (201-02)

Sales Manager
Large top 100, 5 line dealership in San Antonio, Texas. Great opportunity for aggressive, energetic, honest, hard working individual with motorcycle sales/management experience. Send resume to Robert Sistrunk, Alamo Cycle-Plex, 11900, I.H. 10 West, San Antonio, TX 78230. (210) 696-2000. TX. (201-02)

Mechanic/Service Manager
Texas dealer needs experienced technician with positive work habits, proven back ground and stability. Salary and commission commensurates with experience. Call for further details, ask for Jack. (713) 472-3694. TX. (301-04)

TRACKSIDE VENDOR needed for Portland-Seattle-Phoenix. Selling Metzeler/Pirelli tires to racers. We provide tires-training-equipment. Flat rate or commission pay available. Contact Randall @ (714) 642-0104. CA. (301-02)

Sales Person Wanted
5 brands, MC, ATV, PWC. Sunny So. California beach city. Incredible opportunity to make real $. Champion Motorcycles (714) 642-4343. CA. (201-02)

Experienced Mechanic
You have two opportunities available, one must have Harley experience the other just experience with cycles. Well established multi-line dealership with full line of cycles, ATVs, watercraft and snowmobiles. This is year round work. Small Town living, no rat race. Call Jim or Carl (970) 351-8150 or fax resume (970) 356-7723 all inquiries confidential. CO. (301-02)

Used Bike Manager/Buyer
Harley, Honda, Kawasaki, Suzuki, Yamaha needed immediately. Contact Bob Beck. (310) 945-3494. CA. (201-06)

Sales Person Wanted
Large Southern Calif. M/C, watercraft dealer seeks motivated experienced sales person. Aggressive pay plan with excellent growth potential. Fax (714) 859-7660, tel. (714) 859-3186. CQA. (201-03)

Technicians
Honda, Kawasaki, Suzuki, Sea-Doo, Arctic Cat and Ski-Doo. Tired of reading the same old ad? Get paid what you're worth. We need experienced technicians that know what they want and where they want to be. If this sounds like you, don't pass up an opportunity to call Excel Motorcycles, Watercraft and Snowmobiles of Denver, CO. Call Rob at 1(800) 65-EXCEL. CO. (301-02)

Technician Wanted
The countries best riding! Island hopping and mountain touring in the Nortwest corner. Growing multi-line dealer building new store, looking for experienced fully tooled, flat rate technician. Year round work for the right person. Contact Gary, fax resume (360) 428-0329. WA. (201-02)

Service Manager
Inland Empire Yamaha Kawasaki Polaris dealership has opening for experienced service manager. Contact Jim or Donna at Beaumont Yamaha Kawasaki. (909) 845-4882. CA. (201-02)

Technicans
Pacific N.W. multi line dealer needs exp. tech. year round position. Japanese m/c, ATV, PWC. (360) 736-0166. WA. (202)

Honda Sea-Doo Technician
Central California Honda/Sea-Doo/Yamaha dealer needs factory trained technician. Good benefits and income potential. Coastal living with a great riding and working environment. Send resume to: San Luis Honda, 1239 Monterey St., San Luis Obispo, CA 93401 or fax (805) 541-0187. CA. (202-03)

Work With The Pros
Manchester Honda, New England's largest award winning Honda dealer has career opportunities for Factory Technicians, Parts Professionals, and Sales Leaders. We offer excellent working conditions in a progressive environment, with the belief that people are our number one resource. Send resumes to: Manchester Honda, attn: Jon, 30 Adams St., Manchester, CT 06040 or fax (203) 645-3129. CT. (202)

★★★★Technicians★★★★
So. Cal. Kawasaki, Suzuki dealer. Minimum 2 years experience. Excellent earning potential. Call John to arrange interview. (714) 258-3311. CA. (202-03)

NASB Race Support
NASB is building a team of regional volunteers and interns to aid in the promotion and operation of NASB/Formula USA pro road races in 1996. If you can put up with hard work and low pay, have a strong knowledge of road racing, and are interested in working behind the scenes in a top level pro racing series, this could be your opportunity. Individuals will be selected to work at one or more events (depending on their home locations) to assist in pre-event publicity, race weekend media relations, set-up and teardown of NASB tents, equipement, etc., NASB product sales and promotion, and general support through the weekend. Individuals interested in participating in this program should send a brief resume and cover letter to NASB, 2612 J St., Ste. 6, Sacramento, CA 95816. CA. (202)

Wanted Professional Technician
If you're proud of your technical skills, and believe in doing it right the first time, you need to join our team. Here are just a few reasons why: We have a 28 year reputation for service excellence. We are a 1993 dealer news "top 10' store winner. We offer "all" major motorcycle, atv lines, including Harley-Davidson, Honda, Yamaha, Kawasaki, Suzuki and Polaris. We have an excellent benefit package including, hospitalization, profit sharing, and paid hospitalization. We offer continuing professional training through our manaufacturers training programs. We're looking for a true professional who wants to grow with our organization . Send your resumé to, or call Dave Lepley at (814) 382-4821, Street Track 'Trail, Inc., R.D. #3 RT 322, Conneaut Lake, Pa. 16316. PA. (302)

Great Country Great Job!
Oregon's #1 Yamaha Kawasaki Sea-Doo dealership is looking for experienced parts technicians and retail clothing/accessory sales people. Excellent pay and benefits for the right people. Send resume to Cycle Sports, 5103 Portland Rd. N.E., Salem, OR 97305, Attn: Dennis. OR. (202-03)

Midwest Motor Sports
Six line dealership now hiring m/c and pwc mechanics and set up personnel, parts and accessory sales people. Akron, Ohio. (216) 896-9007. OH. (302-03)

Technicians/Sales
BMW-Triumph-Kawasaki growing dealership in upstate NY is currently seeking qualified, enthusiastic technicians and sales staff. Verifiable experience and work history a must. Excellent opportunity. Please call or fax resume to Ron Usenza. (518) 377-8600, fax (518) 377-9040. Berkshire Motor Works, Scheacentady, NY. NY. (302-05)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

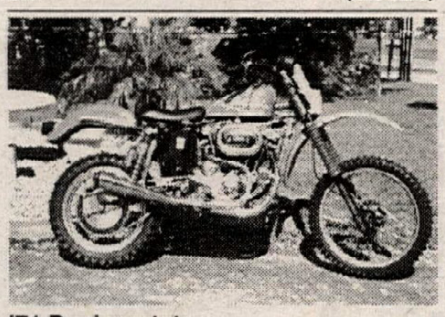
EARN EXCELLENT income installing motorcycle security systems in your space time. Very little overhead required. Starting your own motorcycle related business has many personal and financial rewards. I can get you started. Contact: Pro-Tech Cycle Security, P.O. Box 862571, Los Angeles, CA 90086-2571. (800) 776-8810. CA. (101-02)

COLLECTORS

'74 BMW R90S Daytona. Orange, Lester wheels, hard backs. Good condition. $2,950. (310) 546-7466. CA. (342-22/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

FOR SALE: NEW FAIRINGS, saddlebags, racks, crashbars and N.O.S. parts for Yamaha and Kawasaki 70s and early 80s. Allen (503) 296-6596. OR. (349-02/C)



'71 Dualsportster
Play with the big thumpers on this Harley! Ready for Daytona's Alligator dual sport rally. Featured in June 1993 Bike Journal and several hard back books. Call for details. $7,000. Ask for Donnie. (941) 665-6157. FL. (349-02/C/P)

★★★Hodaka Parts★★★
Shipped ANYWHERE UPS, 24 hour answering machine, we'll call you back! PHILLIPE SERVICES. (714) 582-8332. CA. (248-TFN/EOI/C)

H-D KR RIGID rear section. Dirt track bolt on. $400. (612) 937-2518. MN. (348-02/EOI/C)

TRI-COR RIGID rear section. For Triumph unit 500 dirt tracker $375. (612) 937-2518. MN. (348-02/EOI/C)

N.O.S. PARTS (tons) for 1970 to 1980 Kawasaki, Yamaha, Bridgestone, Hodaka. Allen (503) 296-6596. OR. (349-02/C)

750 TRIUMPH Hurricane 1972, original owner, $8,000/obo. (310) 306-5428. CA. (350-03/C)

Ducati Projects
1968 350 Desmo complete $2,000. 4) 450 Desmo motors $750 each. 2) 450 Desmo R/TS $900 each. 350 n/c with ice race side hack $900. 250 moto trans complete but apart $750. Buy it all and I will deliver. Call Larry. Ind. (219) 892-5177. IN. (301-02/C)

Grimeca Four Shoe Brake
Brand new 230 mil. with axle. (801) 223-3045. UT. (301-02/C)

"La Carrera Veterans"
Free museum quality, ready to frame, poster titled: "A Ferrari eating dust from an EX500," during 1988 La Carrera Classic, Baja, Mexico, as depicted by noted artist Hector Camatori; commissioned by Mike Vaguhn, Kawasaki Mtrs. 53 available. Send $10 to cover shipping and handling: La Carrera, P.O. Box 1605, Studio City, CA 91604. CA. (401-04/C)

H/D XR750 FACTORY framed 90% original, completely new, $8,000. (209) 754-5118. CA.(101-04/C)

Wanted Triumph TT650
Complete bike with title, unrestored only. Send photos, decription and asking price to: Rocket Motorcycles 1558 India Street, San Diego, CA 92101. No phone calls please. CA. (301-03/C)

'74 CZ400, '76 red frame, lot of parts, tools, 2 engines, 3 forks. (408) 446-2881. CA. (101-04/C)

Laverda Parts
Front and rear hubs for 750SF drum brake, good condition. $200 pr. (508) 281-7812. MA. (301-02/C)

SELLING, 1920 CLEVELAND, 1930 Supreme, 1970 American Eagle, 1973 V-7 Sport, 1972 CB350. (909) 247-2398. CA. (101-04/C)

1970 OSSA 250 $300. Allen (503) 296-6596. OR. (349-02/C)

1974 360 Bultaco, 121 Motor
Champion frame, vintage legal, fast, Mikuni carb, Goodyears, spares, spare glass, nice as they come. $2,250 or trade for 500 Yamaha. (314) 442-1560, (314) 875-0444. MO. (301-04/C)

RATHJEN'S HEART ATTACK has changed perceived values. Bikes that were too valuable to sell are now needless agravation. Call for list, photos. (509) 452-3909, fax (509) 457-5930. WA.(301-02/C)

California Triples
Kawasaki H1-500 H2-750 specialist, bikes, bike parts, expansion chambers. Call (510) 569-9430, fax (510) 569-4236. CA. (301-04/C/P)

1974 250 MAG Husky excellent condition, many extras, $1,800/obo. Eves (310) 457-1886. CA. (101-02/C)

'69 Honda SS125
100% original, 970 miles, rare collectable. $1,800. Second owner. Call (517) 732-4288 ask for Tom. Gaylord, Michigan. (301-03/C)

Denco 792 H2
Kawasaki triple drag motor, Denco Cobra 792 kit, professionally built. Low time $900/best offer. ? trades. (406) 583-7562. MT. (101-02/C)

Yamaha
TZ350A 1973 restored $6,500. Yamaha TR, TD, TZ front wheel complete. $750. (714) 960-4793. CA. (301-02/C)

Bultaco Parts
Books and t-shirts. Lynn Mobley. Mon-Sat. (702) 267-2103. Nevada. (301-08/C)

1961 XLR MOTOR, rebuilt, title. (509) 486-0151. WA. (101-02/C)

Wanted Ceriani Forks
35mm street bike forks, must be in excellent condition. Call Jerry (801) 223-3045. VT. (301-02/C)

Vintage
1966 BSA 441 round barrel excellent condition enduro model $1,500. 1974 Montesa Cota $1,500. 1974 Ducati 750 GT parts. 1977 Ducati 900SS parts many old Jap bikes. (619) 446-6287. CA. (102/C)

Trackmaster Chassis
Ceriani, Kennedy, 4 new tires. Good condition. $750. Evenings (219) 232-1582. IN. (302-03/C)

CHAMPION YAMAHA 750, set up for TT 1/2 mile, Lillie motor, new Grimeca brakes, front, rear. $3,500. Matt (408) 394-6294. CA. (302-03/C)

COMPLETE ROLLING CHAMPION frame for single. (334) 821-2535. AL. (102-03/C)

H-2 KAWASAKI 1969 all original unrestored, good condition, one owner. $1,800. (216) 441-6433. OH. (302-03/C)

2 125CZ motors, internal Motoplat $300. Non stock 125 pipe $80. '72 CZ yellow tank, very clean $100. John (303) 452-9711. CO. (302-03/C)

GENERAL MERCHANDISE

★★★Lou's Leathers★★★
(904) 626-1382. FL. (249-TFN)

Wanted: 1977-1978 Suzuki GS400
Electric start only. Please call 1(800) 833-3778. CA. (202-TFN)

New Kaw 1995 KX250, Below Cost Sale
Poway Kawasaki 1(800) 350-4151. CA. (249-TFN)

E-Z Up Instant Shelters 10x10
Express $279. Ship anywhere in US. Poway Honda 1(800) 350-4151. CA. (249-TFN)

D'S LEATHERS. (419) 729-9639. OH. (330-28)

Parts, Parts, Parts, Parts
I have too many! Cosmetics, forks, frames, motors, etc. for GSXR, FZR, CBR, ZX-6, 7, 11, Katana, GS500, EX500 and more. Reasonable. (714) 557-2558. CA. (349-06)

600 WOOD ROTAX, nickel frame, Ceriani, Works Performance, Kosman, plus 500 cyl., head and piston, plus much more. $7,000. (810) 378-5308. MI. (150-02)

KNIGHT 600 ROTAX, fresh. (217) 234-8956. IL. (150-03)

1988 FZR750R Works Bike
140hp, quick change rear wheel, extras, collector bike. $7,000. (507) 663-1011. MN. (150-02)

1992 Ducati 851
Ferracci slip-ons 2,700 miles, adult owned, as new $9,800. (618) 281-7913. IL. (350-02)

Parting Out
'91-'95 F2, F3, '93-'95 CBR900, '86-'95 GSXR750/1100, '89-'94 ZX7, '92 ZX11. (508) 993-4864. MA. (350-03)

GSXR-ZX-9 Motors
'94 ZX9 $1,800. "93-'94 GSXR1100 $1,800. GSXR1052 $900. Broken '90 GSXR 750 $500. (908) 246-0940. (350-02)

Wanted★Vintage MC Shirts
Looking for pre 1980s motocross shirts, used or new, for theater production. (718) 937-4714. NY. (350-02)

Attention 916 Ducati Owners
We have Biposto kits for 916. (Rear passenger seat and pegs kit). Limited supply of kits don't hesitate. $995. Call (800) 555-5547. (250-03)

F3-F2 Parts
F3 salvage frame $1,300, forks $550, gauges $250, wheels $600, set of plastic with tank $1,400. F2 '94 salvage frame $1,000, wheels $400, gauges $150, forks $350. Other parts. (908) 246-0940. NJ. (350-02)

Ducati 916
Termignoni pipes, 916s chip, Corbin leather seat, stock parts, 2,000 miles, $14,800. (904) 253-3676. FL. (350-03)

EX500 Parts
Have everything except motor and plastics. Also interested in '95 GSXR1100 aftermarket parts. Will consider any offers. Call Mike (508) 384-1221. MA. (301-04)

'95 Husky 250 94 1/2 Husaberg
Unused WXE and FE501 Enduro will deliver. $4,200 and $5,000 firm. Jerry (413) 584-7552. MA. (301-03)

1995 LEM CR3
Excellent condition, Renthal, Sprocket Specialist, stainless trans. gearing, many extras. $1,750. Can UPS anywhere. Days (803) 252-3381. SC. (301-02)

1993 TZ250 $7,500
Lots of spares. Excellent condition. (805) 584-8620. CA. (301-02)

Carbon Fiber Silencers TZ, RS, TZR, NSR, RZ
In stock, $299 a set (2) for TZR, NSR, RZ. $370 a set (2) for TZ and RS. Call RossBaron Co. (916) 635-4338. CA. (201-03/P)

ZX-7R Superbike
Race ready, kit motor, brakes, wheels, suspension and much more. Professionally maintained and very fast. Bike is in excellent condition. $10,000. (412) 881-7347. PA. (101-03)

Aluminum Fuel Tank
Restore or repair. Racers or collectors. Dick Greene. (800) 972-9478. FL. (101-04)

1991 RS125 ex Moto Liberty/Izuka bike. Very fast some spares $3,250. (214) 517-4187. TX. (301-03)

★ Vintage Yamaha Parts ★
Huge inventory of hard to find parts. Dealer inquiries welcome. Free freight on qualified orders. All major credit cards accepted. Longview Yamaha. (360) 636-1220. WA. (101-04)

FRAMES - ZX-9R, '95 GSXR, FZR1000, FZR600 motors, FZR1000, FJ1200, ZX-10, 900RR, FZ wheel sets for late models 400-500pr. Race bodywork GSXRs and tons of other stuff. (800) 461-1173. TX. (101-03)

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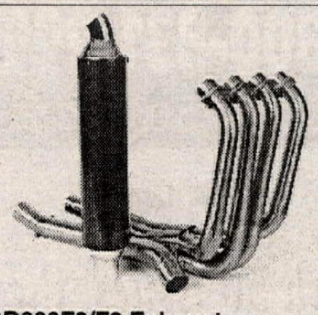

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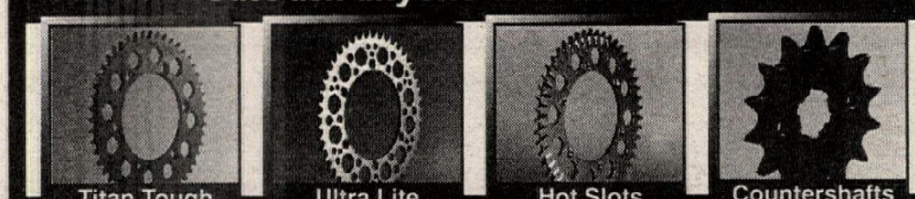

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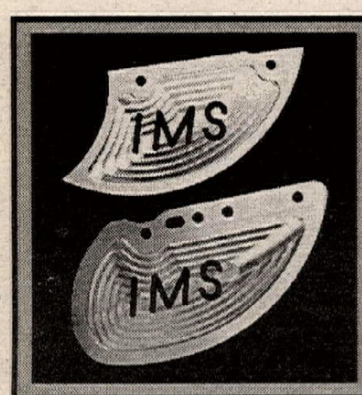

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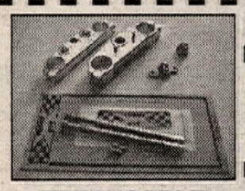

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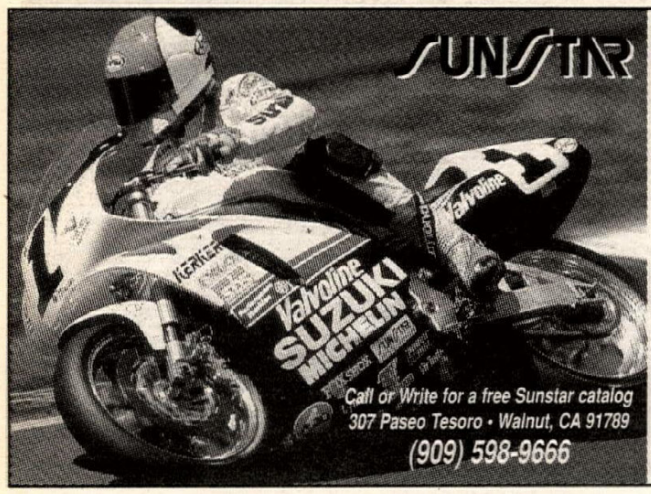

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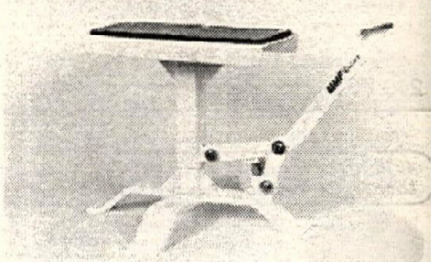

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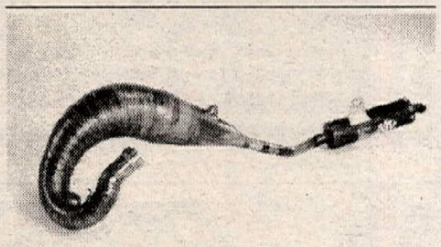

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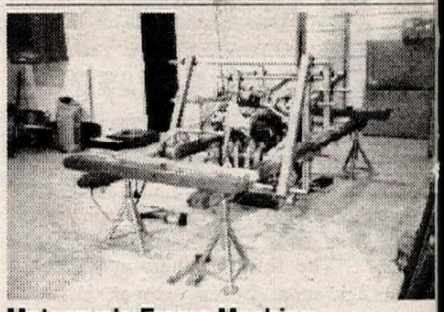

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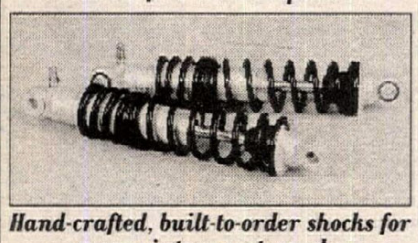

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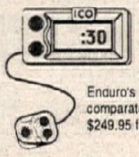

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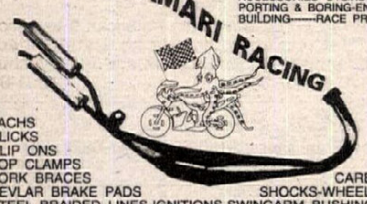

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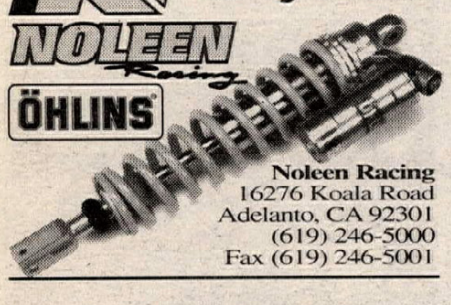

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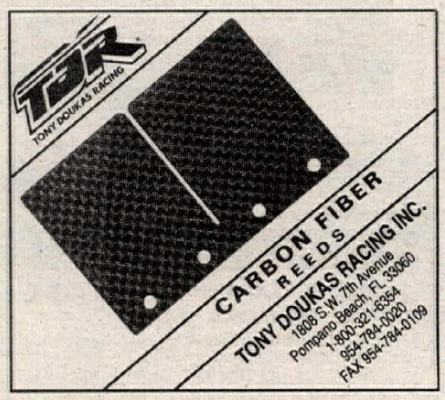

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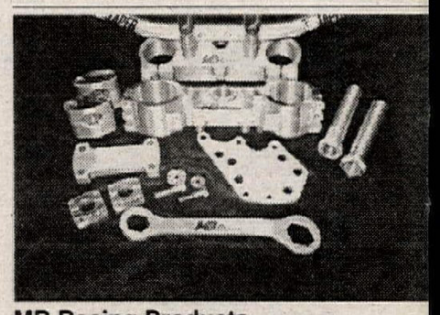

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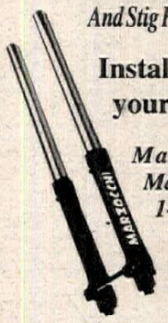

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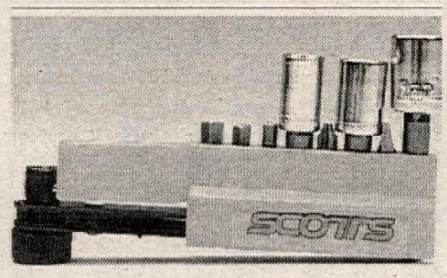

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F3, F2 900RR PARTS bonanza. (714) 725-0204. CA. (302-04)

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1995 Husky 610
Ridden once, divorce forces sale. $4,500. Leave message. (901) 755-1423. TN. (302-03)

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Demo sale on 1995 250WXE. Has one ride on it and still in showroom condition, only $4,399. Also available 1996 610 in stock. Call for details. Wilson's (209) 237-0215 or (800) 956-2925. CA. (202-04)

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Fastest 250 in U.S.A. Full titanium kit, Ohlins shock '95 engine, new crank, Marvic, brand new Lindemann forks, 2 sets of new bodywork, Cashway carbs, other special parts available. $12,5000. Call Rich a(209) 434-0507. CA. (302-03)

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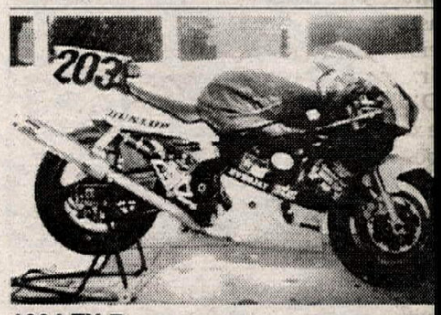


1994 ZX-7
Ranked 10th AMA Superteam, engine just freshened up, D&D pipe, Fox shock, Russell steel lines Shark Skin body this bike is fast!! Super Sport motor but ran in superbike!! Ready for Daytona, asking $7,400. Serious inquiries only. Call (317) 372-3970 IN. (302-03/P)

GUEST EDITORIAL

By Dan Anderson

The way I see it, motocross and off-road racing are fraternal twins that were separated at birth. Both have he same roots, but motocross was dopted by rich parents, while off-road acing ended up in an orphanage.

It's easy to see why. Motocross hapens on a closed course, where spectaors can see all the action, and sponsors et their money's worth from advertisng. Off-road races, on the other hand, re traditionally near-secret events held s far from civilization as possible. Specators are welcome, but only a dedicated ew make the trek to see a brief glimpse f battered riders as they pass through he pits or checkpoints once every lap. According to the muckety-mucks of the notorcycle industry, off-road racing vill always be a hand-me-down little rother to motocross simply because notocross draws the spectators, sells the ikes and pays the bills.

I disagree. It is only a matter of time nd hard work before off-road racing dapts and becomes more spectator-orinted and truly a big-time motorcycle port. That is because spectators can ctually relate to and appreciate offoad races better than the jumping exhiitions that big-time motocross has ecome.

This fact was brought home to me vhen my friend Steve, an enthusiastic ewcomer to off-road motorcycling, ttended both an AMA National Hare crambles Series race and a major Areacross event within a month or so of ach other. Even though he has raced in ocal motocross events, his reaction to Arenacross was, "It was okay... I saw ome neat crashes and boy, oh boy, can hose guys jump! I might go again if hey come back to town next year."

But my young friend raved for weeks bout the National Hare Scrambles vent. "That was awesome! You vouldn't believe how fast Plessinger oes through the woods. Summers and mith were really going at it... Smith vould jump over the top of Summers on he motocross part of the track, then ummers would plow past Smith in the voods! It's just like when we play ride very weekend, except they're wicked ast. Man, I gotta enter that race next ear." The next week he joined the AMA, paid his District 22 fee, and began acing local hare scrambles.

While he enjoyed both races, he was etter able to relate to the hare scrambles because it was similar to the type of riding he did when he went play riding. That is why off-road racing, specifically hare scrambles, cross country, and certain types of desert races, has the potential of turning the corner and becoming a major player when it comes to attracting spectators and sponsors.

Several things have set the stage for off-road racing to come out of the shadows and into the big-name, big-money spotlight. Independent promoters like Casey Folkes in the desert, Mike Burkhart in Missouri, and most prominently, Dave Coombs east of the Mississippi River, have worked hard to move off-road racing from a purely amateur sport to a Pro-Am basis where promoters and pro riders can make decent money. They have managed to create local or regional events that draw enthusiastic crowds and significant sponsor support.

At the same time, off-road racers like Scott Summers, Scott Plessinger and Rodney Smith have worked hard to bring a degree of professionalism to their sport that was previously missing. With Summers leading the way, they have established new standards for media relations and built an enthusiastic base of dedicated fans. They have also hammered out increasingly lucrative contracts with sponsors that enable them to be full-time, professional racers, well-respected in the industry.

As these top riders have created names for themselves, they have increased their appeal to spectators, and spectators are the key to attracting major sponsors to off-road racing. Coombs has become a master at promoting and drawing spectators to his Grand National Cross Country Series in the Eastern U.S. Last year he averaged 250 ATVs and 300 bikes at his two-day GNCC events, attracting up to 1500 spectators each day at even his lesser-known events. He does it by copying the way NASCAR stages races.

"I have one crew that does nothing but put up flags, posters and banners before each event," said Coombs. "We want the spectators and riders to feel like they are at a big-time event, something special. Another crew is in charge of the sound system. We have workers moving around the track with radios, and they call back to our announcer and tell him who is passing who, who has crashed, who is stuck in the mud. We even have our own low-power FM radio station that is tied into the PA system. Spectators can either bring their own headsets or rent them from us and keep track of the race while they walk around the course. Our goal is for every spectator to know what is going on, just like they do at a NASCAR race, so they feel like they are part of the race."

Scott Summers, seven-time national off-road champion, says that once spectators arrive at an off-road event, they must be constantly entertained, and that means the layout of off-road courses must become more spectator-oriented.

"We aren't seeing too many of the old-style courses, the ones that used to be 15 miles long and only passed through the pits once per lap," he said. "Spectators want to see the riders more often than that, so Dave and some of the other promoters are designing the tracks in sort of a cloverleaf shape, with the pits and spectators in the middle. They are also shorter, so the laps don't take as long, and more laps means more chances for spectators to see the race."

Riders and promoters agree that television is the next step for off-road racing, but it is a dangerous one. In the right hands, TV coverage could blast off-road racing into the big-time, but in the wrong hands it could actually scare away sponsors.

"Some of the video coverage of the last Blackwater races did us more harm than good," said Coombs. "It focused on the derelicts and the drinking, and gave the event a bad name. We're working real hard to get TV coverage of some of the GNCC events this year, but we're going to be very careful who does it and how it is presented."

"TV could really promote this sport," said Summers. "Good coverage of tough sections of the course, combined with helmet-mounted cameras to give the audience a feel for what we see, would really make it interesting for people watching at home, even if they had never ridden a motorcycle. And a good announcer who could explain what is going on, like they do on NASCAR coverage on TV, is absolutely essential."

Rodney Smith, former motocross champion and now a major force in the off-road title wars, noted that TV coverage could create geometric growth for off-road racing: "With good TV coverage we'll draw more fans and riders, which will attract more sponsors, which means more money to attract even more fans and riders. I think off-road racing is getting real close to a point where it is going to take off and become big-time."

Given the chance for equal air time on TV, can off-road racing compete with its long-lost brother, motocross, on a spectator-to-spectator basis? Scott Plessinger, multi-time GNCC champion says, realistically, no.

"I don't think we can compete head-to-head with motocross, simply because our races are held in rural areas and the spectator base is smaller," he said. "But I think that somewhere down the road we'll see (off-road) races with 15,000 spectators, like the outdoor motocross races at Mammoth Mountain or Unadilla."

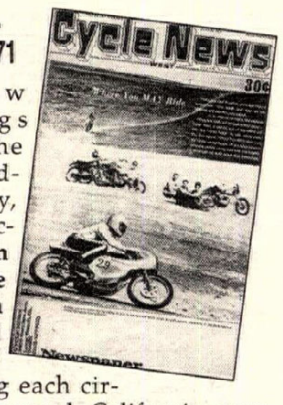
Big gate-counts will attract big sponsors, and big sponsors (read: big money) will attract more pro riders. Some of those riders will come from the world of motocross. Smith and Fred Andrews are just two examples of motocrossers who have successfully made the switch, with Steve Hatch, Ty Davis and Guy Cooper reported to be eyeing the GNCC dogfight in 1996. Curious motocross fans will follow their heros to off-road racing, swelling gate-counts and drawing the interest of even more motocross-based sponsors.

Will 1996 be the year when off-road racing turns the corner? Maybe. If Coombs or another promoter can catch the eye of ESPN or a major network, and deliver decent ratings and strong audience response, things could happen fast. ABC's Wide World of Sports semi could be parked at the combined GNCC/AMA Hare Scrambles race at Loretta Lynn's. Jerry Bernardo could soon be insulting and harassing Summers, Plessinger and the other top off-road racers for ESPN. Factory sponsored tractor-trailer rigs could replace box vans in the pits, spectators may begin to travel hundreds of miles to watch their heroes at well-organized off-road extravaganzas, and motocross's hand-me-down little brother will finally have its day in the sun.

Dan Anderson is the Midwest Editor for Trail Rider Magazine, has covered AMA National Hare Scrambles for Cycle News *and does freelance work for several other national motorcycle magazines. He also likes off-road racing very much.*

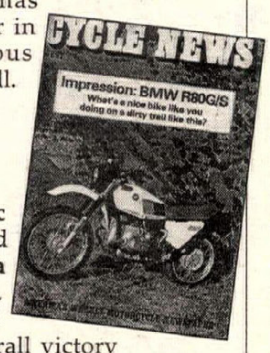
LOOKING BACK...

5 YEARS AGO... JANUARY 17, 1971



Willow Springs was the ite of a lead-swapping frenzy, s 500cc GP racers **Walt Fulton** r. and **Dave Damron** exchanged positions several times during each circuit of the Rosamond, California, race course. Although Damron was first in nine out of 10 loops, it's the last one that really matters and **Fulton** ended up with the win... Inter-Am racing at Cycle-sports Park in Houston, Texas, saw **Anthony Jones** prevail in the 250cc Expert class. Local star **Robi Holbert** surrendered the lead when his handlebars broke during the race, but Holbert came back to dominate the Open Expert class... A field of 251 riders charged up a mountain at the New Year's Day Pikes Peak Snow Run - because it was there, no doubt. Husky-mounted **Bill Thomas** of Denver was first to reach the 14,110-foot summit. Thomas had been the victor in the event's previous two runnings, as well.

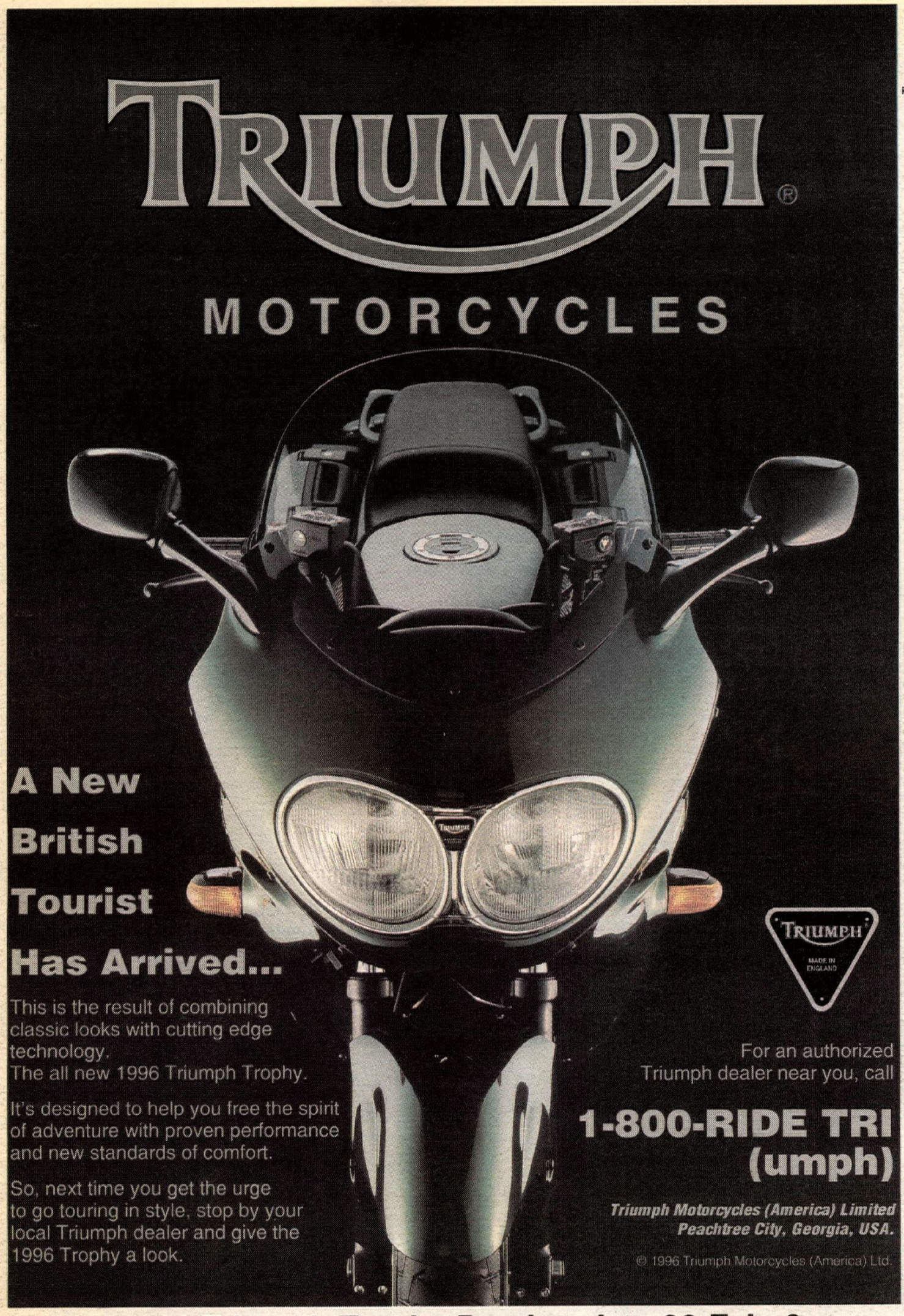
15 YEARS AGO... JANUARY 21, 1981



Although **Broc Glover** and **Eric McKenna** split moto wins, consistency earned **Rex Staten** the overall victory in 500cc Pro competition at round two of the Golden State Motocross Series in Madera, California. Glover and **Lawrence** were moto winners in the 250cc contest, with Staten again nabbing the overall... **Kevin Davis** was victorious in the Open class of the European Scrambles at Beerbottle Pass, Nevada. Davis rode a Maico 490 Mega II out front for most of the race. **Jody Mader** got past a near-disastrous cross-up at the photo jump to take the 125cc win... **Steve Church** took top honors in Open A competition at the All-Star Enduro in Tacoma, Washington. The invitational event consisted of 60 miles of tight trail through heavily wooded forest with short sections of muddy road, was scheduled at 18 mph and included six checks.

5 YEARS AGO... JANUARY 23, 1991

Squeezing out the competition, **Jeff Stanton** took the 250cc main-event win at the Citrus Bowl in Orlando, Florida, round one of the Camel Supercross Series. Second place went to **Jean-Michel Bayle** and third was claimed by 18-year-old **Damon Bradshaw**. Supercross rookie **Brian Swink** proved he had the juice to win in the 125cc event... **Willie Surratt** and **Mike Healey** traded 500cc Pro moto wins in round two of the Golden State Nationals at Sunrise Cycle Park in Adelanto, California, with Surratt nabbing the overall. **Jeremy McGrath** beat out teammate **Steve Lamson** in both 125cc Pro motos, and took the 250cc Pro overall as well... At round two of the GFI California Winter Series South, 125cc Motocross World Champion **Donny Schmit** proved he could handle something bigger by blasting to the 250cc Pro-class win. Runner-up **Kyle Lewis** consoled himself with the 125cc Pro honors. **Willy Musgrave** was tops in the 500cc Pro class. CN



1996 Triumph Trophy Preview Jan. 26-Feb. 3

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Salt Lake City, UT
801-487-4647

Cycle Sport Unlimited, Inc.
Herndon, VA
703-471-6990

MillerBuilt Engine Company Inc.
Lynchburg, VA
804-846-0041

R&S Sport Vehicles
Mechanicsville, VA
804-559-4282

Shenk Honda Triumph
Harrisonburg, VA
703-434-7345

Southside H-D, Triumph
Virginia Beach, VA
804-499-8964

Frank's Motorcycle Sales & Service
Essex Center, VT
802-878-3930

Lynnwood Cycle Barn
Lynnwood, WA
206-774-3538

Spokane Yamaha
Spokane, WA
509-924-7233

Hansen Motorcycles Inc.
Manitowoc, WI
414-684-0237

Kutter Harley-Davidson, Inc.
Janesville, WI
608-757-0880

Southeast Sales
Milwaukee, WI
414-463-2540

Harley Kawasaki of West Virginia
S. Charleston, WV
304-768-1600